ENVIRONMENTAL NOTIFICATION FORM
ENVIRONMENTAL ASSESSMENT

Park Street Station

Vertical Transportation Improvements

Submitted by
Massachusetts Bay
Transportation Authority
Ten Park Plaza
Boston, MA 02116
August 2009

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Boston, Massachusetts

Environmental Assessment

Submitted by:

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Boston, MA 02116-3974

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Chapter 1: Purpose of this Study/Regulatory Scope

1 Purpose of This Study/Regulatory Scope

The National Environmental Policy Act (NEPA) of 1969 requires that a federal agency give consideration to how its proposed actions may affect the existing environment. In this case, environment is defined very broadly and includes social, economic, cultural and natural resources. This Environmental Assessment (EA) outlines the need for this project, the public involvement process, the identification of sensitive resources, the resultant alternative analysis which leads to the selection of the preferred alternative and the agency's attempt to avoid, minimize and mitigate any impacts of the proposed action.

The Massachusetts Environmental Policy Act (MEPA) was promulgated to provide meaningful opportunities for public review of the potential environmental impacts of Projects for which a state Agency Action is required and to assist those agencies to apply appropriate standards and all feasible means to avoid damage to the environment. This document will also serve as the Environmental Notification Form (ENF) to the MEPA Unit of the Commonwealth, providing the information necessary for agencies of the Commonwealth and other interested parties to review and comment on the proposed project.

In addition to the primary review under NEPA and MEPA, the project requires review under Sections 106 and 110(f) of the National Historic Preservation Act of 1966, as amended (NHPA); Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966; and Article 97 of the Article of Amendment to the Constitution of the Commonwealth of Massachusetts.

Chapter 2: Project Background

2 Project Background

The Massachusetts Bay Transportation Authority (MBTA) is the agency responsible for the construction, operation and maintenance of infrastructure and assets required to provide mass transit options to the residents of the Commonwealth of Massachusetts. This infrastructure includes, among other elements, all of the subway stations within the system.

Over the course of the past 17 years, the MBTA has made substantial progress towards making the transit system more accessible to people with disabilities. To date, the MBTA has improved the accessibility at more than 75 stations, while another four station accessibility projects (Kenmore, Copley, Ashmont and State Street - Blue) are currently in construction. One station (Science Park/West End Station) will go into construction over the course of the next year and Government Center on the Green and Blue Line will go into construction shortly thereafter. The final station (Boston College) is now accessible with mobile lifts and mini-high platforms and the platforms will be raised for access to low-floor cars later this year. The completion of these last stations will complete the extensive accessibility program the MBTA undertook as part of the Americans with Disabilities Key Station Program with the Federal Transit Administration.

In addition, the MBTA recently entered into a Settlement Agreement, which was the result of a major piece of litigation brought by the Boston Center for Independent Living (BCIL) plaintiffs in a case against the agency relative to accessibility throughout the MBTA system. In that settlement, which was filed in federal court, the MBTA agreed to add additional elevators where possible at five stations, before replacing the existing elevators. These five stations are considered accessible and comply with the ADA, but the accessible path of travel is often difficult or remote from the main flow of passengers in the stations. These additional elevators are intended to ensure access and increase service reliability for everyone at these five core subway stations. In addition, based on the schedules of repair and upgrade, many subway station elevators are approaching 20-25 years old and are in need of a major overhaul or replacement.

The intent of this elevator program is to design and install the additional elevators while existing elevators remain in service. Once the new elevators are operating, older existing elevators can be replaced. This will keep the stations accessible during the installation and provide continuous service if either elevator is out of service in the future.

Each of the stations identified for additional elevators has its own unique structural, operational, historical and environmental challenges, and for that reason the settlement agreement requires close coordination with the plaintiffs, local and state agencies. The Green Line at Park Street Station is among the stations included in the settlement.[1] The station was originally opened in 1897 and is an integral part of the historic heritage represented by the Tremont Street Subway,

[1] The other stations in the elevator program include State Street Station (on the Blue and Orange Line), Downtown Crossing (on the Red and Orange Lines), Harvard Square and Porter Square (each on the Red Line). Additionally, the MBTA is designing an elevator for Symphony Station on the Green Line. While the MBTA is managing these elevator projects in one overall program, and may potentially bundle the construction together so as to maximize efficiency and minimize costs, the elevators represent six separate projects for the purpose of MEPA and NEPA review. Each elevator has independent utility from each other and as such, each elevator is a separate project for MEPA and NEPA review. The MBTA has filed separate documentation for each of these other elevators and the FTA has issued FONSI's for each project. This filing deals strictly with the environmental review of the Park Street Station project.

the first subway system built in America. Additionally, it is located within America's oldest public parks, Boston Common. Both the Tremont Street Subway and the Boston Common are designated as National Historic Landmarks (NHL) and listed in the National Register of Historic Places (National Register). The location of this project is provided in Figure 1-1, Site Locus Map.

Figure 1-1, Site Locus Map showing location of Park Street Station and surrounding environs.

Work at Park Street Station will require approval from the local, state and federal historical review agencies due to the NHL and National Register status of the station, the tunnel system and the park. Local and state agencies' approvals will also be required for the necessary transfer of land currently in use as Open Space for use as an elevator head house, and FTA approval is required for the use of park and recreational land from the Boston Common.

2.1 Project Purpose and Need

Park Street Station is one of the most important access nodes in the subway system, providing access to two highly utilized subway lines: the Green Line with multiple branches that serve areas west and northwest of downtown Boston and the Red Line which serves Cambridge and neighborhoods of Boston and communities to the west and south. The station presents complex structural issues in part because the Red Line is constructed below the Green Line. Park Street Station currently has one elevator connecting the street-level surface to the "non-paid" Westbound Green Line lobby and one elevator connecting the Westbound Green Line to the Red Line Center Platform. Currently, a passenger destined for the westbound tracks on the

Green Line who wishes to use the accessible entrance to the station must enter the station via the elevator on Tremont Street, across the street from the Boston Common. Upon exiting the elevator the passenger must pass through newly installed automatic fare collection gates at which he/she will be on the eastbound platform area. The passenger must then make his/her way, approximately 325 feet, down the platform to an existing elevator which will bring him/her to a level below the Green Line so as to cross underneath the tracks, and then enter yet a third elevator to come up to the Green Line West bound platform (see Figure 2-1) .

This trip is excessively long and can pose a significant challenge for a person with limited mobility and/or physical stamina. This circuitous path of travel is far less superior than a direct path from the surface to the unpaid area of the Green Line, which is the intent of this project. The Park Street/Green Line accessibility project will provide a second elevator leading from the surface to the Green Line Westbound Platform. This elevator will be located on the Boston Common in the vicinity of the existing West Head House. An additional elevator will connect the Green Line Westbound Platform to the Red Line Center Platform. The elevator between the Red and the Green lines will have no surface level element.

Design challenges for this project include relocating and reversing a stair from the Westbound Green Line Platform to the Red Line Center Platform, partially reconfiguring the fare collection area, and some structural modifications to the superstructure and tunnel walls. The new elevator will be located on Boston Common land, which is the jurisdiction of the Boston Parks and Recreation Department. During the months leading up to the 90% design milestone, numerous meetings were held with interested stakeholders, the intent of which was to develop consensus among the stakeholders as to the siting and design of the station. A full list of all of the stakeholders' meetings can be found in Section 7.

Park Street

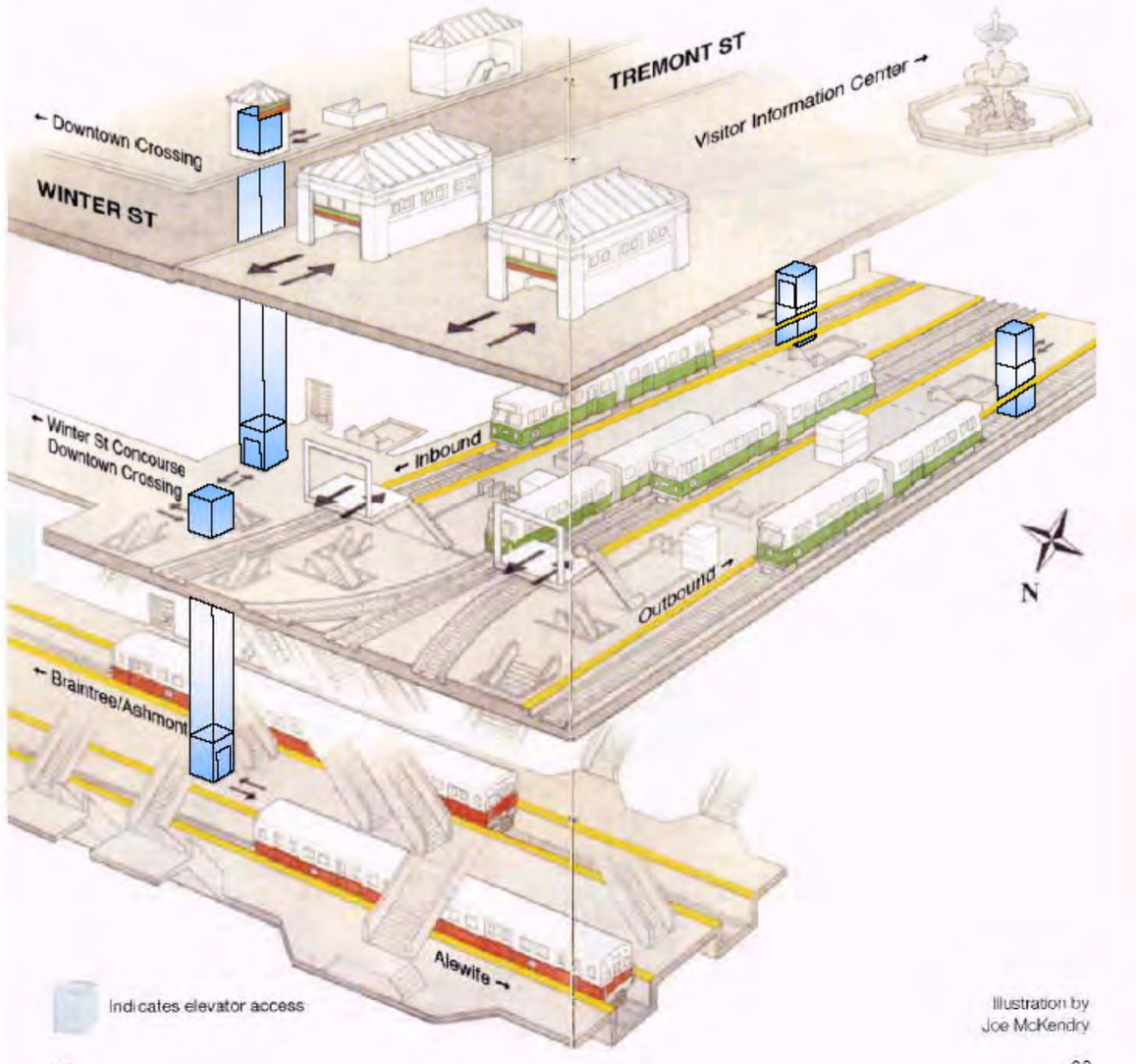

Illustration by
Joe McKendry

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AXONOMETRIC VIEW

CONCEPT
ISSUE 10/02/06

S E A Consultants Inc.
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STONEHAM, MASSACHUSETTS

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
PARK STREET STATION
REDUNDANT ELEVATORS
AXONOMETRIC VIEW

Fig. 2-1

Chapter 3: Alternative Analysis

3 Alternatives Analysis

As required by state and federal regulation, the MBTA undertook an alternatives analysis to determine the environmental impact of the proposed action of installation of the Park Street/Green Line elevators. Although the No Build alternative does not meet the purpose and need of the project, it has been retained to provide a baseline against which all build alternatives can be compared, and to illustrate the consequences of no action.

3.1 Elevator Site Selection Criteria

Selection criteria were developed from the BCIL Settlement Agreement and fell within five primary categories:

- **Proximity:** Elevator landings are to open into the non-paid areas of the station, providing normal access to fare collection areas, and allow optimal circulation for all customers, ensuring a secure and safe environment. The elevators will be in the middle of or adjacent to the predominant pedestrian routes, and as near as possible to the stairs connecting the same levels so as to avoid segregating passengers with accessibility needs from able bodied passengers. Elevators will be located in prominent, easily seen locations and in a manner that maximizes the visibility of passengers as well as of the entrances and exits.

- **Customer Convenience, Safety & Accessibility:** The elevators are to be installed in close proximity to the main entrances to the stations, minimizing travel distance and offering greater security for customers. Special attention was given to maximizing cab sizes and having optimal door configurations. Door configurations were prioritized from most desirable to least desirable using the following:

    - First Priority: Pass Through Elevator- Enter from one end of the elevator and exit straight through a door on the other end.
    - Second Priority: Single Elevator Door- Enter an elevator and turn around 360 degrees to exit using the same door.
    - Third Priority: 90 Degree Door- Enter the elevator and turn 90 degree to exit the elevator using another door.

  In order to maximize the accessibility elements of the project, the MBTA, in conjunction with the BCIL, established a series of guidelines that were intended to, wherever possible, exceed the requirements of the Americans with Disability Act as well as the Massachusetts Architectural Access Board standards. The intent of these more encompassing design standards was to address the needs of as many members of the disability community and to remedy some of the constraints that disabled passengers face when using the MBTA system. A full enumeration of these objectives can be found within Addendum B of the Settlement Agreement. Those objectives that specifically affect the elevator siting decisions are as follows:

    - Exterior elevators shall incorporate a substantial overhang with lighting so that customers are sheltered from the elements and in a well-lit area as they wait for the elevator;

- Elevators shall maximize transparency into the shaft or elevator cab such that the occupants are visible from as many directions as possible;

- Elevators shall incorporate identity bands, the MBTA "T" logo, and any other suitable wayfinding cues which are visible from all directions;

- Cabs shall have minimum dimensions of 60 inches x 80 inches such that the longer dimension is perpendicular to the door face and in cases of retrofitting stations with elevators, best efforts should be made for achieving said dimensions; and

- Cabs shall wherever possible, have doors on opposite sides of the cab to allow pull-through usage such that the minimum dimension between doors is 72 inches.

- **Constructability:** Elevator shaft, head house and associated appurtenances must address structural constraints, regulatory requirements and operational functionality within all applicable building code, operating procedures and permitting obligations.

- **Impact to Public Open Space:** Elevator shaft, head house and associated appurtenances should be designed so as to minimize the impact, in both construction and permanent condition, on the open space afforded by the Boston Common. To the greatest degree possible, the elevator structure should be sited so as to avoid or to at least minimize any unnecessary impact on or loss of public open space.

- **Impact to Historic Resources:** Elevator shaft, head house and associated appurtenances should be designed so as to minimize the impact, in both construction and permanent condition, on historic resources in the area, both above and below ground. To the greatest degree possible, the elevator structure should be sited so as to avoid or to at least minimize any unnecessary impact to historic resources in the area. These impacts include direct impacts from the construction as well as visual impacts from the siting and design of the elevator head house. The architectural design and building fabric for the new elevator head house are compatible with and complement the existing structures on Boston Common NHL, and are as transparent as possible in order to minimize the visual presence of the head house in the historic landscape and for the safety of users. The structure footprint is as small as possible, approximately 10 feet by 10.5 feet square (approximately 106 square feet) and the new head house is the same height as the existing historic East and West Head Houses. The design of the new head house uses granite, steel, and glass materials and a standing seam, metal hip roof that references materials used on existing structures in the Common. Due to its placement, design, and scale, the new head house will constitute a relatively small and unobtrusive addition to the Boston Common landscape in an area with other nearby head houses and information kiosks.

3.2 Elevator Site Screening Process & Results

The following section documents the options that were reviewed and the eventual recommended option. Figures 3-1a and b show surface locations of all options and Table 3-1 summarizes the results.

OPTION "No Action" – *No new Green Line elevator constructed at Park Street Station*
This alternative does not address any of the stipulated conditions provided for in the Settlement Agreement with BCIL in that no direct accessible elevator access to the underground station would be provided. When the existing elevators currently in service at the station (serving the Green Line from street level and the Red Line from the Green Line platform) are down due to service or replacement, no direct accessible elevator access would be available. This option was determined to be unresponsive to the purpose and need of the project.

OPTION A- *Surface elevator to the Green Line Westbound Platform*
At the surface level, the elevator is located on the Boston Common in the vicinity of the West Head House. It lands within the non-paid area of the Green Line Platform level. Upon further investigation, it was determined that the required depth of the elevator pit creates an unavoidable obstruction of head room on the staircase from the Green Line Platform down to the Red Line Center Platform in violation of building codes. This option fails to meet the constructability criteria and was therefore eliminated from further consideration.

OPTION B1-4- *Variations of a surface elevator to the Green Line Westbound Platform*
At the surface level, the elevator is located on the Boston Common. In each of the four (4) variations of this option, the site location is adjusted slightly. Options B1 & B2 land within the non-paid area of the Green Line Platform level but have impact on circulation in an already congested space. These options were determined to be infeasible on the basis of operational and customer safety constraints, and were therefore eliminated from further consideration. Options B3 & B4 correct this deficiency by moving the elevator north, allowing for better (safer) circulation. Option B4 allows for a pass through elevator and reduces the amount of "green space" impacted. The surface entrance to the elevator, however, is necessarily located on the back side of the structure, facing the Boston Common and visually obstructed from the street and major pedestrian paths, creating a potentially unsafe condition. The entrance from the rear of the structure at the surface is required to allow "pass through" egress in the station platform level within the unpaid area and sufficiently separated from the tracks. Although B3 and B4 can meet the majority of siting criteria, B3 was established as the preferred of these options due to the potential safety concerns of the B4 elevator entrance location.

OPTION C- *Surface elevator to the Green Line Westbound Platform*
At the surface level, the elevator is located off the northwest corner of the West Head House. It lands in the non-paid area of the Green Line Platform. At this location, the elevator pit is located above the Red Line track way and encroaches upon clearance requirements. This option does not meet the constructability criteria and was eliminated from further consideration.

OPTION D and D1- *Variations of a surface elevator to Green Line Westbound Platform*
At the surface level, the elevator is located off the southwest corner of the West Head House and lands in the non-paid area of the Green Line Platform. For both options, the elevator pit will be over the Red Line track way and potential clearance encroachment has been identified as a safety issue. In addition, this option encroaches upon the fare collection area, eliminating necessary space for fare equipment, reduces egress capacity (elimination of the roto-exits) and reduces circulation on the platform. Neither option meets the proximity or constructability criteria and both were eliminated from further consideration.

OPTION E- *Surface elevator at Parkman Plaza to Green Line Westbound Platform*
The elevator is located within the Parkman Plaza Head House. This option violates the station egress requirements and also sends riders to an unmanned fare area. This option does not

meet the proximity of customer convenience, safety and accessibility criteria of the BCIL Settlement Agreement and was eliminated from further consideration.

OPTION F – *Surface elevator from surface to Green Line Westbound Platform*
This option was developed to advance the B4 option and determine if there was any advantage to moving the elevator head house slightly to the south and therefore minimizing impacts on the Boston Common. It was determined that this option would require significant relocation of the automated fare collection equipment, reduce the circulation capacity of the fare area and reduce green space when configured as necessary. This option does not meet the proximity criteria of the BCIL Settlement Agreement and was eliminated from further consideration.

On the basis of the alternatives analysis and site screening processes, Option B3 was determined to be the preferred alternative for the Green Line accessibility portion of the project.

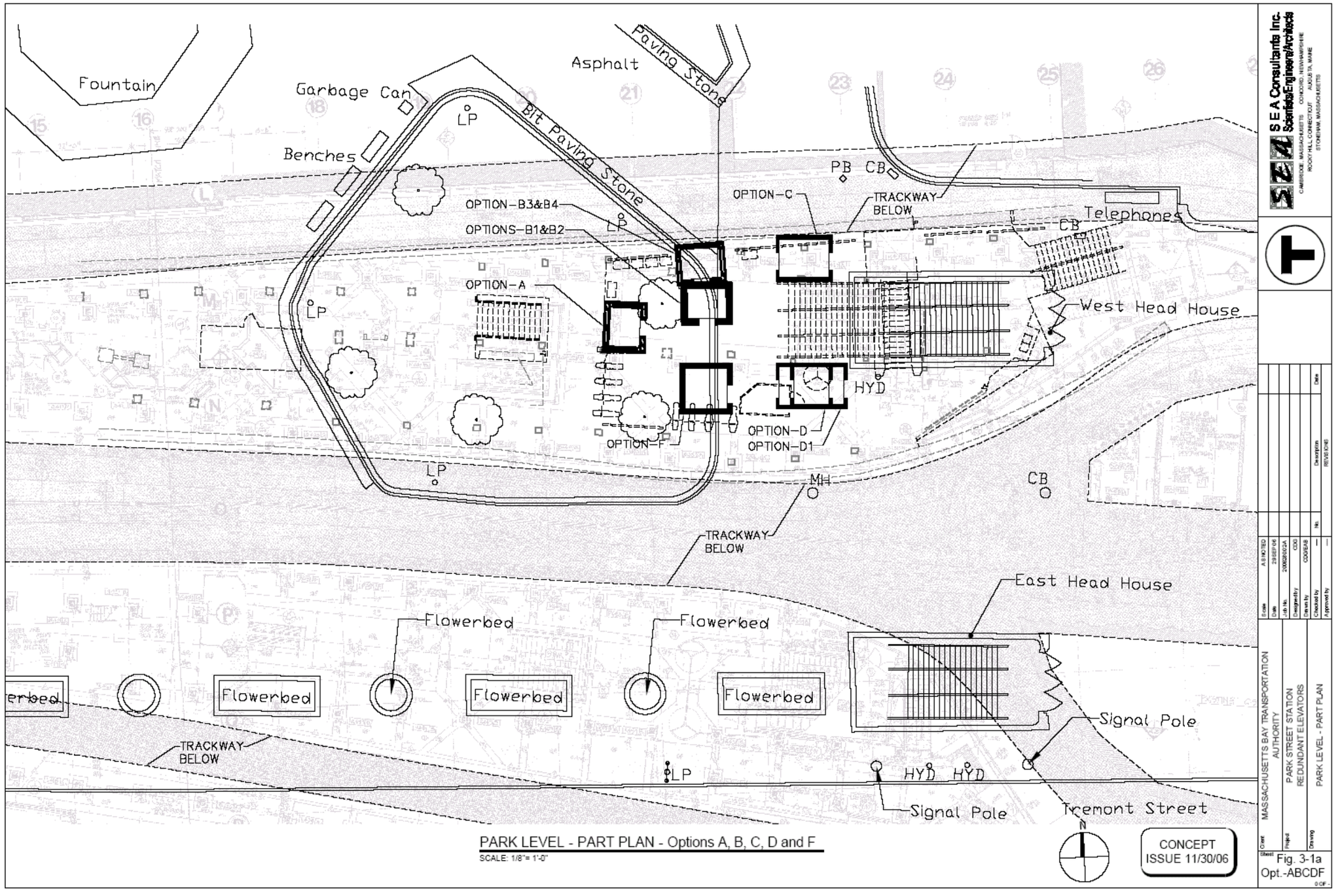
Table 3-1 Park Street Station Elevator Alternatives Matrix							
Option	**Baseline Criteria Met***					**Comments**	**Recommendation**
	Proximity	**Convenience, Safety & Access**	**Const.**	**Open Space**	**Historic Resource**		
No Build	neutral	not met	met	no impact	no impact	Although the "No Build" option would have no impact on open space or historic resources, it does not address the project's basic purpose and need – improving passenger accessibility to the Park St. Station.	Dismissed from further consideration – does not meet project's purpose and need but is used to compare all other options.
A	met	not met	not met	Elevator located on Boston Common	Elevator located on Boston Common and adjacent to Park Street Headhouses	Although this option meets proximity and convenience criteria stipulated in the BCIL Settlement Agreement, the elevator pit at this location creates an obstruction in stairway, in violation of building codes and is therefore not in keeping with the constructability criteria.	Dismissed from further consideration – does not meet fundamental constructability criteria.
B-1	not met	not met	met	Elevator located on Boston Common	Elevator located on Boston Common and adjacent to Park Street Headhouses	This option creates a congested area at elevator egress, which impacts operations and customer safety and therefore does not satisfy the proximity criteria stipulated in the BCIL Settlement Agreement.	Dismissed from further consideration – does not meet BCIL Settlement Agreement stipulations.
B-2	not met	not met	met	Elevator located on Boston Common	Elevator located on Boston Common and adjacent to Park Street Headhouses	Issues are similar to B-1 constraints. This option creates a congested area at elevator egress, which impacts operations and customer safety, and therefore does not meet the proximity criteria outlined in the BCIL Settlement Agreement.	Dismissed from further consideration – does not meet BCIL Settlement Agreement stipulations.

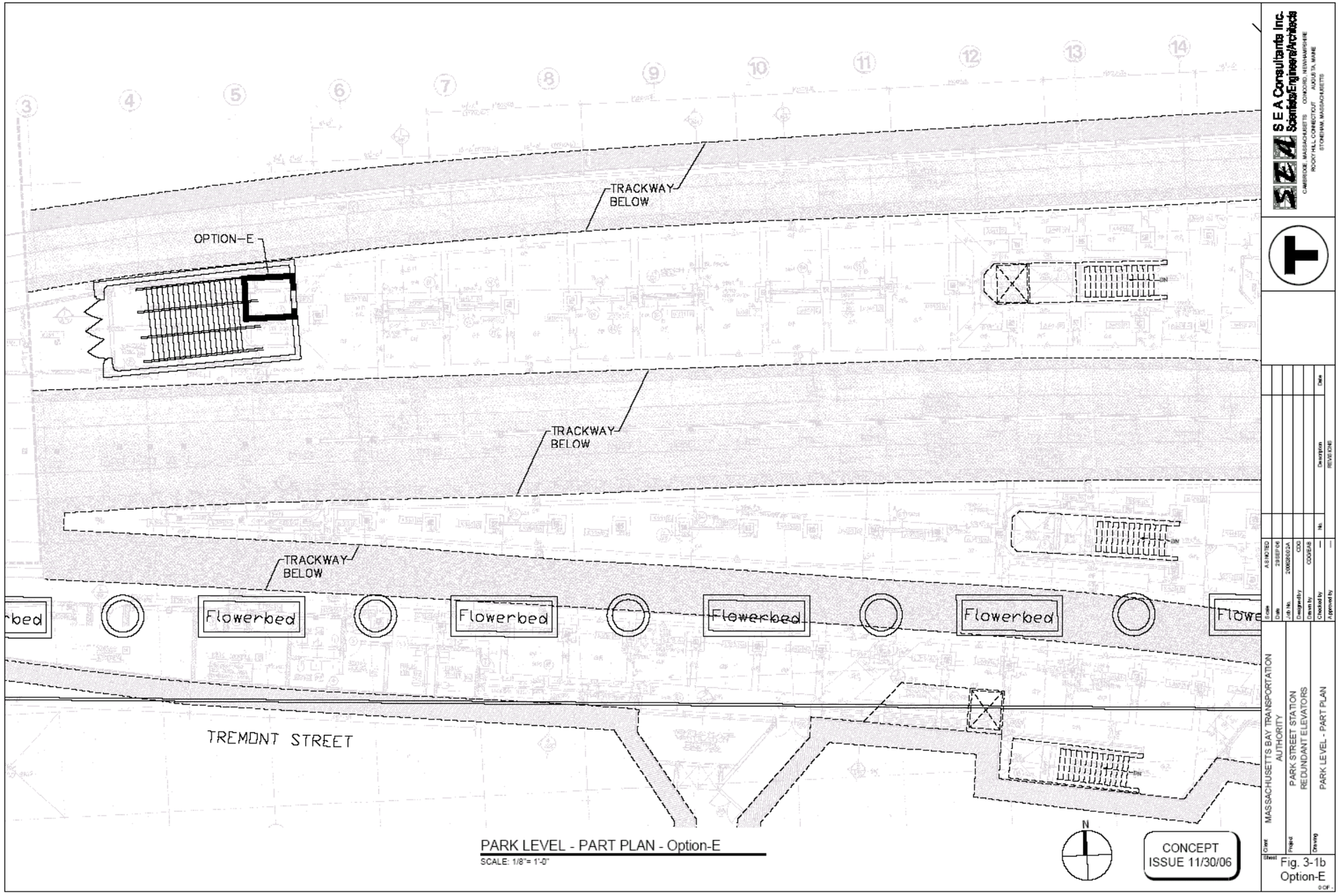
Table 3-1 Park Street Station Elevator Alternatives Matrix							
Option	**Baseline Criteria Met***					**Comments**	**Recommendation**
	Proximity	**Convenience, Safety & Access**	**Const.**	**Open Space**	**Historic Resource**		
B-3	met	met	met	Elevator located on Boston Common	Elevator located on Boston Common and adjacent to Park Street Headhouses	Elevator is sited such that egress at platform level does not contribute to congestion or safety issues; entrance at surface level is visible to street and pedestrian traffic and meets other convenience and safety criteria. Impacts to open space and historic resources have been minimized.	Recommended alternative – meets project's purpose and need and BCIL Settlement Agreement stipulations.
B-4	met	not met	met	Elevator located on Boston Common	Elevator located on Boston Common and adjacent to Park Street Headhouses	Option was designed to allow a "pass through" elevator option in conformance with customer convenience first priority design. This option, however, requires that entrance to the elevator at surface level be visually obstructed from street and pedestrian traffic. This obstruction is not in keeping with customer convenience, safety and accessibility criteria (specifically related to visibility) stipulated in the BCIL Settlement Agreement.	Dismissed from further consideration – does not meet BCIL Settlement Agreement stipulations.
D-1	not met	not met	not met	Elevator located on Boston Common	Elevator located on Boston Common and adjacent to Park Street Headhouses	Variation of D above. Issues are similar. This option does not meet the proximity or constructability criteria.	Dismissed from further consideration – see above.

Table 3-1
Park Street Station Elevator Alternatives Matrix

Option	Baseline Criteria Met*					Comments	Recommendation
	Proximity	Convenience, Safety & Access	Const.	Open Space	Historic Resource		
E	not met	not met	met	No Elevator on Boston Common	no impact	Option is located in existing Parkman Plaza Head House and therefore would not substantially impact open space or historic resources. Location segregates customers, and creates safety concerns due to reduction in station egress. This option does not meet the proximity or the customer convenience, safety and accessibility criteria as stipulated in the BCIL Settlement Agreement.	Dismissed from further consideration does not meet BCIL Settlement Agreement stipulations.
F	not met	not met	met	Elevator located on Boston Common	impact	This option was proposed to determine if Option B-4 with a pass-through elevator could be re-located to minimize safety and visual obstruction concerns. Relocation, however, created greater congestion and safety issues at the platform level. This option does not meet the proximity criteria as outlined in the BCIL Settlement Agreement.	Dismissed from further consideration – does not meet BCIL Settlement Agreement stipulations.

*Criteria stipulated in BCIL Settlement Agreement


Fountain
Garbage Can
LP
Asphalt
Paving Stone
Bit Paving Stone
Benches
PB
CB
OPTION–C
TRACKWAY BELOW
Telephones
OPTION–B3&B4
OPTIONS–B1&B2
OPTION–A
West Head House
HYD
OPTION–F
OPTION–D
OPTION–D1
MH
TRACKWAY BELOW
East Head House
Flowerbed
Flowerbed
Flowerbed
Flowerbed
Flowerbed
TRACKWAY BELOW
Signal Pole
HYD
HYD
Signal Pole
Tremont Street
N
CONCEPT ISSUE 11/30/06
PARK LEVEL - PART PLAN - Options A, B, C, D and F
SCALE: 1/8"= 1'-0"
S E A Consultants Inc.
Scientists/Engineers/Architects
CAMBRIDGE, MASSACHUSETTS CONCORD, NEW HAMPSHIRE
ROCKY HILL, CONNECTICUT AUGUSTA, MAINE
STONEHAM, MASSACHUSETTS
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
PARK STREET STATION
REDUNDANT ELEVATORS
PARK LEVEL - PART PLAN
Fig. 3-1a
Opt.-ABCDF


TRACKWAY BELOW
OPTION–E
TRACKWAY BELOW
TRACKWAY BELOW
Flowerbed
Flowerbed
Flowerbed
Flowerbed
TREMONT STREET
N
CONCEPT ISSUE 11/30/06
PARK LEVEL - PART PLAN - Option-E
SCALE: 1/8"= 1'-0"
S E A Consultants Inc.
Scientists/Engineers/Architects
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
PARK STREET STATION REDUNDANT ELEVATORS
PARK LEVEL - PART PLAN
Fig. 3-1b
Option-E

Chapter 4: Affected Environment

4 Affected Environment

4.1 Historic Resources

Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA) requires that federal actions be reviewed for their impact to potentially significant historic properties; the term "historic properties" includes architectural and archeological resources. A significant historic property is one that is either listed or determined eligible for listing on the National Register of Historic Places (National Register).

Section 110(f) of the NHPA outlines the review criteria for historic properties that have been determined National Historic Landmarks (NHL) – an elevated designation that indicates the property is of national importance – and may be adversely affected by a federal action.

The identification and evaluation of historic resources is presented in *Technical Memorandum MBTA Park Street Station Redundant Elevator Project, Boston, Massachusetts Cultural Resources Summary* (PAL July 2007).

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 grants special protection to historic sites and applies only to projects undertaken by the USDOT. It precludes the use of historic sites on federal-aid transportation projects unless there is no feasible and prudent alternative to the use of such land, and, except where there is a *de minimis* impact (one that does not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f)), such projects include all possible planning to minimize harm to these lands. Resources afforded protection and consideration are discussed separately in the Draft Section 4(f) Evaluation in Appendix B.

4.1.1 Architectural Resources

The Section 106 Area of Potential Effect (APE) for the historic resources assessment for the Park Street Station/Green Line Accessibility Project was defined as the Park Street Station itself and approximately 400 feet around the proposed new surface-level head house site where the structures will have a direct physical and indirect visual effect on historic resources.

Park Street Station itself is a historic resource and is surrounded by properties that are designated as NHL, listed in the National Register, included in the Inventory of the Historic Assets of the Commonwealth (Inventory) maintained by the MHC, and established as Local Landmarks (LL). The historic resources identified within the project APE are itemized in Table 4-1 and located on Figure 4-1. A description of each of the properties follows.

National Historic Landmarks

<u>Boston Common</u>

Boston Common was established in 1634 for the collective benefit of the people of Boston and is generally considered the oldest public park in the United States. It is significant in the history of recreation, conservation, landscape architecture, military and political history, recreation, and sculpture. In 1972 Boston Common was individually listed in the NR as well as in conjunction with the Boston Public Garden as a historic district. The Common was designated as a Boston LL in 1977 and as an NHL in 1987.

The early recreational use of Boston Common was for promenading with the first formal walkway laid out in 1675. Wood fencing and rows of trees were in place along Tremont Street at the time of the Revolution, and by the beginning of the nineteenth century malls extended around the entire periphery of the Common. Tremont Street Mall was renamed Lafayette Mall in 1824. Livestock use ended when cows were banished in 1830, and landscaping in the nineteenth century included grading and tree planting. With the construction of the Tremont Street Subway in 1895-1897, Tremont Street lost its perimeter fence and its tree planted mall. Wider areas of concrete paving mark the locations of the Boylston Street and Park Street stations. Construction of Park Street Under Station in 1912 resulted in additional paving at the northeast corner of the Common. Shallow soil depths, averaging two feet over the stations, limits the horticultural possibilities in this area. The layout of walkways and planted areas around the West Head House likely dates from about 1900. A pathway use study in 1988 indicated that Lafayette Mall is one of the three most heavily used walks in the Common. Historic features of Boston Common within the vicinity of the project area are the two Tremont Street Subway Head Houses of 1897 and Brewer Fountain, the first piece of public art on the Common donated in 1868 and now located a short distance southwest of the West Head House.

Tremont Street Subway

Tremont Street Subway, constructed in 1897, is located beneath Tremont Street and Boylston Street. Construction of this subway, including Park Street and Boylston Street stations, was the first in the United States and represents one of the most important events in Boston's transportation history. The Tremont Street Subway eliminated the congested streetcar traffic on Tremont Street, made travel between the center city and outlying areas more efficient, and initiated a mass transit system for the growing city. A "cut-and-cover" construction technique was used to complete the brick, concrete, and steel structure of the Tremont Street Tunnel and the two stations under the direction of the Boston Transit Commission. The active segment of tunnel between Park and Boylston Streets utilized by the Green Line was individually listed in the National Register and designated as an NHL in 1966, and included in the Boston Common Historic District in 1972. This section of tunnel has remained in service since it opened.

Surface access at Park Street Station and Boylston Street Station was through eight Neoclassical, granite and glass entrance head houses designed by Boston architect Edmund March Wheelwright. Four of these head houses exist today on the Common.

In 1898, the tunnel route to North Station was completed with new track, trolley wires, power, and signals installed by the West End Railway. Brackets for the original arc lights on the outer tunnel walls and the concrete covered platform posts were still in place in 1984. In 1900, a third rail was added to the outside through tracks. A higher wood platform to accommodate the Boston Elevated Railway's (BERY) elevated trains added at that time was removed in 1908 when Washington Street Tunnel was built.

Park Street Station

Park Street Station is listed in the National Register within both the Boston Common and the Tremont Street Subway NHLs (discussed above). Park Street Station is located on the Green Line within Boston Common at the northwest corner of the intersection of Tremont Street and Park Street. The station runs northeast-southwest parallel to Tremont Street along the southeast edge of the Common. Opened September 1, 1897, Park Street Station was one of two stations, along with Boylston Street Station, on the Tremont Street Subway, the first subway in the nation.

Park Street Station is composed of steel post and girder construction with concrete, built with "cut-and-cover" technique construction. Light hued paint and incandescent lights helped make the space pleasant for passengers. Originally, four tracks entered the station, with two reversing loops for trains entering at the Pleasant Street and Public Garden portals, and two stub tracks with repair pits. There were two island platforms for passengers embarking and disembarking.

The *West Head House* is one of two existing, along with the East Head House, of four original Neoclassical, granite and glass entrance head houses designed by Boston architect Edmund March Wheelwright to provide surface access at Park Street Station on the Common. These rectangular structures feature hipped metal roofs and cast concrete walls on a poured concrete floor supported by the subway roof structure. Exterior wall surfaces are sheathed with a granite veneer. Interior wall surfaces were of enameled brick laid in a stretcher bond and walls were trimmed with baseboards that extended down to the lowest tread above the intermediate stair landing.

Subsequent to Park Street Station's opening in 1897, the head house stairs and surrounding platform have undergone a series of renovations that have altered and removed portions of their original architectural fabric. In 1912, the Cambridge Subway (now the Red Line) was connected to Park Street via a new station called Park Street Under, which crosses below Park Street Station on a perpendicular axis (discussed below). The increased traffic brought via the new line necessitated the addition of stairs between the Park Street platform and Park Street Under. A step-type escalator was installed in 1912 between the two station platforms. In 1915 the platforms lengths were doubled when track was straightened. In 1935 an outside platform was added on the northbound side, with a pedestrian tunnel below the tracks, and two exits were added on the south side of Tremont Street. A Works Progress Administration funded project at Park Street Station was undertaken to build a new northbound platform for the through trains to Scollay Square (now Government Center) in order to permit right hand boarding. The platform and connecting street entrances opened on December 5, 1936. In 1940 a speaker public announcement system was added.

More extensive changes were made to the Park Street Station in the course of the MBTA's 1976 modernization program, which focused on replacing historic surfaces and materials to accommodate ADA requirements, to ease maintenance, and to generally update the subway's image. Stairs were given additional structural reinforcement and stair treads, risers, balusters, and railings were replaced. Safety fencing was added alongside lower flights of stairs and extended onto the platform to form an enclosure for new turnstiles and collection booths. Poured concrete enclosures and berms, or parapets, covered by 4 inch square red-glazed tiles were added above and below stairs at the Park Street platform level. The subway platform was repaved with brick in a herringbone pattern. In the head house and upper flight of stairs, the south marble baseboard was replaced with a painted steel plate and the head house walls were painted gloss white. The implementation of the Automatic Fare Collection System (a/k/a the

Charlie Card) in 2006 necessitated the replacement of the 1976 turnstiles and collection booths with new access gates and fare card machines at the base of the stairs.

Saint Paul's Church

Saint Paul's Church, also known as Saint Paul's Cathedral, at 36 Tremont Street was designed by Alexander Parris, architect for Quincy Market, and constructed in 1819–1820. The Greek Revival-style building executed in gray granite with a sandstone portico was individually listed in the National Register and designated an NHL in 1970.

National Register of Historic Places

Park Street Historic District

The Park Street Historic District, which lies east of Park Street Station across Park Street from Boston Common, is bounded by Tremont, Park, and Beacon Streets. The section of the district within the Park Street Station APE includes the Park Street Church, 117-123 Tremont Street built in 1810, and 1, 2-2A, 3, 4-6, and 7-8 Park Street. Other notable resources in the district, that are not visible in the APE, include the Old Granary Burial Ground and the Boston Athenaeum. Most of the Park Street Historic District also lies within the Beacon Hill LHD (discussed below).

R.H. Stearns Building

R. H. Stearns Building, 140 Tremont Street, was built in 1908–1909 and is a granite and limestone, Beaux Arts-style commercial building. It was individually listed in the National Register in 1980.

Local Historic District

Beacon Hill Historic District

The LHD section of the Beacon Hill Historic District is generally coterminous with the Park Street Historic District in the area northeast of Boston Common. The south slope of the Beacon Hill NHL district, including the Massachusetts State House of 1795–1797 which is an individual NHL designed by Charles Bulfinch, is nearby but outside of the visual APE, to the north of Boston Common.

Inventory

Park Street Under Station

Park Street Under Station was built in conjunction with the Beacon Hill Tunnel between 1910 and 1912 and opened March 23, 1912. The Beacon Hill Tunnel, part of the Cambridge Subway, used rapid transit cars like those used in the Washington Street Tunnel (the Orange Line), while Park Street handled only street cars. Park Street Under is utilized by the Red Line and runs under Park Street Station at a right angle, northwest and southeast, extending from Tremont Street toward Boston Common. Alterations to Park Street Under identified in the 1984 inventory form include the widening of a staircase to the Park Street Station, painting over of the original tile and mosaic wall finishes, new tiles around stairways, removal of light fixtures, and the

demolition of an elevator to Tremont Street Station. The station platforms have subsequently been extended approximately 100 feet to the northwest in order to accommodate longer trains. The majority of the Park Street Under Station falls within the boundaries of, but below, the Boston Common NHL, with a smaller portion extending below Tremont Street and the Green Line station, partially in but below, the Tremont Street Subway NHL. Park Street Under Station was surveyed in 1984 and was not recommended as eligible for inclusion in the National Register. A cultural resources survey including a site visit, photography, and analysis was completed in 2008. The survey concluded that Park Street Under has been heavily modified resulting in a loss of historic architectural integrity and is therefore not eligible for listing in the National Register.

Tremont Street Buildings

The row of buildings on the south side of Tremont Street opposite the Park Street Station includes 124-126, 127, 128, 129, 130, 131-134, 138, and 141 Tremont Street that are listed in the Inventory of the Historic Assets of the Commonwealth, as well as the site of the Philips Building, which was determined eligible for listing in the National Register and has been demolished.

See Table 4-1 for a full listing of resources within the APE. The cultural resources discussion is based on a Technical Memorandum of June 2008, prepared by PAL.

4.1.2 Archeological Resources

The Section 106 APE for archaeological resources for both the Park Street Station/Green Line Accessibility Project is confined to areas of direct ground surface alterations and construction. A review of known and potential archaeological resources within and in proximity to the project work areas determined that there are no recorded sites in the northeast corner of Boston Common. Boston Common was subjected to an archaeological reconnaissance survey/sensitivity assessment in 2004 as part of the MBTA Silver Line Phase III Project (Cherau and Heitert 2004)[2]. This sensitivity assessment determined that the northeast corner of the Common, included in the current project work area, possesses no/low potential for intact archaeological resources (Cherau and Heitert 2004:65–72). The no/low archaeological sensitivity is based on extensive twentieth-century ground disturbances to the entire perimeter of the Common along Tremont Street associated with the cut and cover construction techniques of the Park Street Station in the 1890s and the restoration of Tremont Street Mall following the original construction of the subway in this area. The mall has also experienced several redesign episodes since the late 1800s/early 1900s, further contributing to the lack of archaeological integrity in this portion of Boston Common.

[2] Cherau, Suzanne and Kristen Heitert, 2004. Archaeological Reconnaissance Survey, MBTA Silver Line Phase III Project, Boston Common Work Area, Boston, MA. PAL Report No. 1508. Submitted to URS/DMJM+Harris JV and the Massachusetts Bay Transportation Authority.

TABLE 4-1. HISTORIC RESOURCES, PARK STREET STATION ACCESSIBILITY APE, BOSTON.

Map#	**Historic Name/Function**[1]	**Address**	Date	**MHC Number**	**Status**[2]	**Historic District (HD)**
1	Park Street Historic District	Tremont Street Park Street	17th-19'"c.	BOS.AS	NRDIS	Park Street HD
2	Beacon Hill Historic District	Beacon Street, Park Street, Tremont Street	19'" c.	BOS.BE	LHD	Beacon Hill HD
3	Park Street Church Ministries Building	1 Park Street	1971	BOS. 1932 (BOS.AS, BOS.BE)	NRDIS, LHD	Park Street HD, Beacon Hill HD
4	Warren Building	2-2A Park Street	1877	BOS.1933 (BOS.AS, BOS.BE)	NRDIS, LHD	Park Street HD, Beacon HillHD
5	Warren Institution for Savings	3 Park Street	1918	BOS. 1935 (BOS.AS, BOS.BE)	NRDIS, LHD	Park Street HD, Beacon HillHD
6	Paulist Fathers Holy Ghost Chapel	4-6 Park Street	1956	BOS. 1934 (BOS.AS, BOS.BE)	NRDIS, LHD	Park Street HD, Beacon HillHD
7	Abbott Lawrence House	7-8 Park Street	1835	BOS.1936 (BOS.AS, BOS.BE)	NRDIS, LHD	Park Street HD, Beacon Hill HD
8	Park Street Church	117-123 Tremont Street	1809	BOS.2074 (BOS.AS, BOS.BE)	NRDIS, LHD	Park Street HD, Beacon HillHD
9	Boston Common	Tremont, Park, Beacon, Charles, and Boylston	1634	BOS.AZ	NHL, NRDIS, LL	Boston Common
10	Boston Common and Public Garden	Tremont, Park, Beacon, Boylston, and Arlington Streets	1859	BOS.BA	NRDIS	Boston Common and Public Garden

TABLE 4-1. HISTORIC RESOURCES, PARK STREET STATION ACCESSIBILITY APE, BOSTON.

Map#	**Historic Name/Function[1]**	**Address**	Date	**MHC Number**	**Status[2]**	**Historic District (HD)**
11	Boston Common Fence	Boston Common	1870	BOS.974 (BOS.AZ, BOS.BA)	NHL, NRDIS, LL	Boston Common, Tremont Street Subway
12	Tremont Street Subway	Tremont Street at Boston Common	1897	BOS.9004 (BOS.AZ, BOS.BA)	NRIND, NHL, NRDIS, LL	Boston Common, Tremont Street Subway
13	Tremont Street Subway Kiosks	Tremont Street at Boston Common	1897	BOS.950, BOS.951, BOS.9011	NHL, NRDIS, LL	Boston Common, Tremont Street Subway
14	Tremont Street Subway Ventilation Shaft House	Tremont Street opposite West Street	1897	BOS.952, (BOS.AZ, BOS.BA)	NHL, NRDIS, LL	Boston Common, Tremont Street Subway
15	Park Street Subway Station	Tremont Street at Park Street	1897	BOS.921 (BOS.AZ, BOS.BA)	NHL, NRDIS, LL	Boston Common, Tremont Street Subway
16	Park Street Under Subway Station	Tremont Street at Park Street	1912	BOS.925 (BOS.AZ, BOS.BA)	Recommended Not Individually NR eligible	Partially Below the Boston Common, Tremont Street Subway
17	The Phillips Building (Demolished)	118-122 Tremont Street	1883	BOS.2075	NRDOE	N/A
18	Merchants Cooperative Bank	124-126 Tremont Street	1955	BOS.2076	Not Evaluated	N/A
19	N/A	127 Tremont Street		BOS.2077	Not Evaluated	N/A
20	N/A	128 Tremont Street	1905	BOS.2078	Not Evaluated	N/A
21	G.A. Sawyer Men's Clothing Store	129 Tremont Street	1895	BOS.2079	Not Evaluated	N/A
22	Thomas Building	130 Tremont Street	1887	BOS.2080	Not Evaluated	N/A
23	N/A	131-134 Tremont Street	1907	BOS.2081	Not Evaluated	N/A

TABLE 4-1. HISTORIC RESOURCES, PARK STREET STATION ACCESSIBILITY APE, BOSTON.

Map#	Historic Name/Function[1]	Address	Date	MHC Number	Status[2]	Historic District (HD)
24	Saint Paul's Church	136 Tremont Street	1819	BOS.2082	NHL, NRIND	N/A
25	Marble Court Passageway	138 Tremont Street	1906	BOS.946	Not Evaluated	N/A
26	R.H. Stearns Building	140 Tremont Street	1908	BOS.2083	NRIND	N/A
27	One Forty One Tremont Street	141 Tremont Street	1969	BOS.2084	Not Evaluated	N/A

[1] This column is a list of all resources within the study area included in the Massachusetts Cultural Resource Information System (MACRIS) and Massachusetts State Register of Historic Places.
[2] KEY -NHL: National Historic Landmark, NRDIS: National Register District, NRIND: National Register Individual property, LL: Local Landmark, LHD: Local Historic District, NRDOE: National Register Determination of Eligibility.

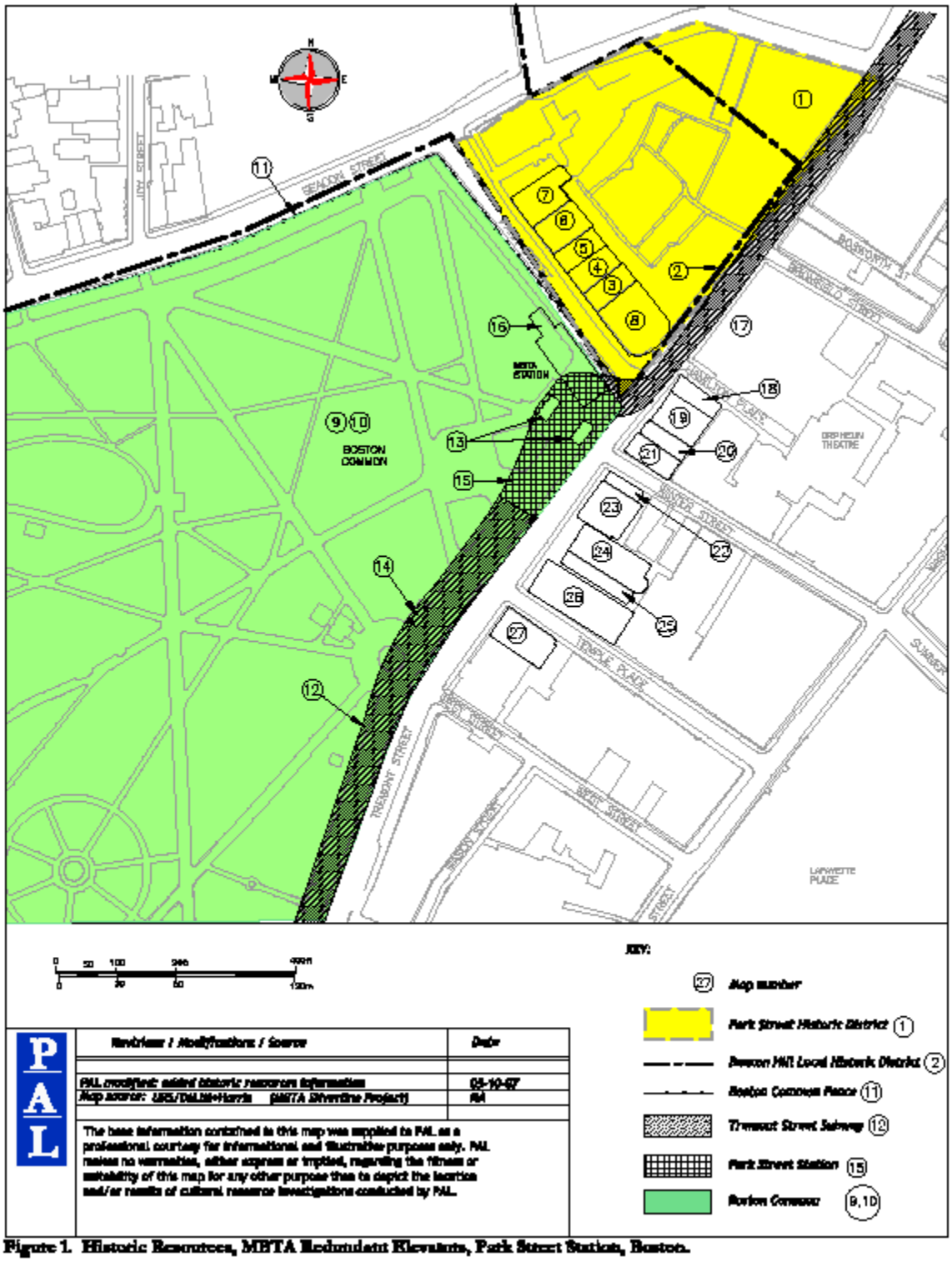


Figure 1. Historic Resources, MBTA Redundant Elevators, Park Street Station, Boston.

Figure 4-1. HISTORIC RESOURCES, PARK STREET STATION ACCESSIBILITY, BOSTON.

4.2 Park and Recreational Resources

4.2.1 Section 4(f) Parkland

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 grants special protection to public parks and recreational areas and applies only to projects undertaken by the USDOT. It precludes the use of such resources on federal-aid transportation projects unless there is no feasible and prudent alternative to the use of such land, and such projects include all possible planning to minimize harm to these lands. In addition to being a historic resource, the Boston Common is also a publicly-owned park that falls within the jurisdiction of the Boston Parks and Recreation Commission. The Common is approximately 50 acres in size and is open to the general public. The parkland's functions and uses have been formalized in the Boston Common Management Plan (BPRC 1996). As such, the park qualifies for protection under Section 4(f).

4.2.2 Article 97 Lands

Article 97 of the Articles of Amendment to the Constitution of the Commonwealth of Massachusetts was passed in order to protect the residents' right *"…to the natural, scenic, historic, and esthetic qualities of their environment...."* Consequently, *"…lands and easements taken or acquired for (protection and conservation of) such purposes shall not be used for other purposes…."* Article 97 requires that a change in use must be approved by a two-thirds vote in the Massachusetts legislature. In addition, the Executive Office of Energy and Environmental Affairs has issued a Land Disposition Policy which states that it is the goal of the Commonwealth to ensure no net loss of Article 97 lands, although conditions for disposition exceptions have been spelled out in the policy. Among other conditions, the policy requires that all other options to avoid the taking have been explored and no feasible and substantially equivalent alternatives exist; and that no unique or significant resource is destroyed or threatened.

The land currently proposed to site the required elevator head house providing street level service to the Green Line Platform is owned by the City of Boston and maintained by the City of Boston Parks Department as Open Space. As defined in the February 1998 Statement of Policy issued by the Commonwealth of Massachusetts Executive Office of Environmental Affairs (EOEA), an Article 97 land disposition includes *"…any change in use, in and to Article 97 land or interests in Article 97 land owned or held by the Commonwealth or its political subdivisions…"* The land transfer triggers review thresholds under 301 CMR 11.03 of the Massachusetts Environmental Policy Act (MEPA) regulations relative to alterations in land use. In addition, the project would potentially trigger review under Historical and Archeological Resource thresholds were it to receive other than a Determination of No Adverse Effect by the Massachusetts Historical Commission.

As stated in the EOEA Land Disposition Policy (February 19, 1998) *"it is the policy of EOEA and its agencies to protect, preserve and enhance all open space areas covered by Article 97 of the Amendment to the Constitution of the Commonwealth of Massachusetts. Accordingly, as a general rule, EOEA and its agencies shall not ….change the control of use of any right or interest of the Commonwealth in and to Article 97 land…Exceptions shall be governed by the conditions included in this policy."* Among the conditions for exceptions cited, are:

- the elimination of all other “feasible and substantially equivalent alternatives;”
- disposition does not “threaten a unique or significant resource;”
- the minimum acreage necessary for the proposed use is proposed for disposition and the area continues to be protected; and
- and the disposition “serves an Article 97 purpose or another public purpose without detracting from the mission, plans, policies and mandates of EOEA.”

Chapter 5: Environmental Consequences

5 Environmental Consequences

This section provides brief descriptions of potential impacts of the proposed action. For the purposes of this section, the "proposed action" is understood to refer to the Park Street Station Vertical Transportation Improvements. In accordance with Federal Transit Administration (FTA) guidelines (UMTA C 5620.1), this section addresses land acquisitions and displacements; land use and zoning; consistency with local, regional, and state plans; traffic and parking; air quality; noise; water quality; wetlands; navigable waterways, coastal zones, and floodplains; soils and hazardous materials; ecologically sensitive areas and endangered species; energy; historic resources and parklands; construction; aesthetics; environmental justice; safety and security; and secondary development. A locus map of the project area for this Environmental Assessment (EA) is depicted in Figure 1-1.

5.1 Land Acquisitions and Displacements

The Park Street Station Vertical Transportation Improvements is located on land owned by the City of Boston, through the Boston Parks and Recreation Department (BPRD).The Park Street Station Vertical Transportation Improvements will involve the transfer of land from the BPRD to the MBTA. Upon completion of the MEPA process, the MBTA will prepare a draft of the legislation that will be filed for the transfer of the BPRD land. The MBTA will work with the local state senator and state representative in preparing and filing that legislation. Supporting Documentation. No structures exist on the BPRD parcels that are proposed to be transferred. The project will encompass approximately 106 square feet (s.f), of which approximately half constitutes new paved surface.

Summary of Impacts: The proposed action will require a land transfer between Massachusetts State agencies, but the impacts are considered **Generally Not Significant** in accordance with Table A of the Department of Transportation Urban Mass Transportation Administration Circular C 5620.1 (hereafter referred to as the FTA circular).

5.2 Land Use and Zoning

The proposed project is consistent with local zoning. The current land use of the project area is for the public open space and recreation space as well as the extant Park Street Station.

Summary of Impacts: The construction of a new Park Street Elevator is compatible with the surrounding land use and will not require a modification to existing zoning. The impacts are considered **Generally Not Significant** in accordance with Table B of the FTA circular.

5.3 Consistency with Local, Regional, and State Plans

The proposed action is consistent with the MBTA's Key Station Plan, as well as the Boston Center for Independent Living Settlement Agreement. The project is included in the currently approved (FY 2008) State Transportation Improvement Program (STIP).

Summary of Impacts: The proposed action is compatible with local, regional, and state plans. The impacts are considered **Generally Not Significant** in accordance with Table S of the FTA circular.

5.4 Traffic and Parking

The elevator head house is not located on a public right of way. The project will provide security, redundancy and accessibility to an operating station, for which no operational changes are

proposed as a part of the project. No existing parking spaces will be lost and no additional traffic volumes will be generated; therefore, no traffic or parking quality analysis is required.

Summary of Impacts: The proposed action will not alter traffic levels or traffic flow. Impacts are considered **Generally Not Significant** in accordance with Table K of the FTA circular.

5.5 Air Quality

As stated above, there is no traffic impact expected from the proposed action. Therefore, no air quality analysis is required.

Summary of Impacts: The project will not result in increased pollutant levels. Impacts are considered **Generally Not Significant** in accordance with Table C of the FTA circular.

5.6 Noise and Vibration

The FTA recently published guidance relative to assessment of noise and vibrations for federal transit projects (*Transit Noise and Vibration Impact Assessment* FTA-VA-90-1003-06, published May 2006, hereafter referred to as the "guidelines.") The guidelines identify three categories of land use which are referenced in determining potential noise impacts. The project area encompasses land uses within Categories 1 and 3, including historically significant sites with primarily outdoor use and historically significant structures used as residences, or for institutional use. The Boston Common, a recreational park, also falls within Category 3. The guidelines specifically indicate that historically significant transit structures are not considered noise sensitive (and are otherwise afforded protection under 4(f) and 106 reviews), nor are historic structures currently used for commercial purposes.

The guidelines provide a screening process which specifically aligns project type with a screening distance to be utilized as a radius to create the project study area perimeters. The project type (elevator) is not specifically cited in the guidelines. However, ancillary structures associated with fixed guideway systems are included and constitute a similar project impact for comparison. Table 4.1 (Screening Distance for Noise Assessment) of the guideline defines the project screening distance as a maximum of 250 feet (unobstructed) and a minimum of 125 feet (with intervening buildings). On the basis of this radius and the application of land use categories subject to noise impacts, the following potential receptors fall within the study area:

- St. Paul's Church
- Park Street Church
- Park Street Church Ministries
- Boston Common

There are several other buildings or structures that fall within the 250 foot screening radius, however, they are either historic structures converted to commercial use, and therefore categorically not sensitive noise receptors, or transit-related structures which are also exempt from noise-related impacts. These structures include the following:

- R.H. Stearns Building – 140 Tremont Street
- Commercial Building - 131- 134 Tremont Street
- Thomas Building – 130 Tremont Street
- G.A. Sawyer Mens Clothing Store – 129 Tremont Street
- Commercial Building – 128 Tremont Street
- Commercial Building – 127 Tremont Street

- Merchants Cooperative Bank – 124-126 Tremont Street
- Warren Building – 2 – 2A Park Street
- Park Street Under Subway Station
- Park Street Head houses
- Park Street Subway Station

5.6.1 Noise Metrics

Various noise metrics or descriptors are used to quantify noise levels from transit sources to describe a sound's loudness, duration, and tonal character. A commonly used descriptor is the A-weighted decibel (or dBA). The decibel is a logarithmic unit of measure, and the A-weighting is an attempt to take into account the human ear's response to certain frequencies.
The following noise metrics are typically used to describe transit projects.

A-Weighting: The A-weighted sound level de-emphasizes the low- and high-frequency portions of the sound spectrum. This weighting provides a good approximation of the response of the average human ear and correlates well with the average person's judgment of the relative loudness of a noise event.

Maximum Noise Level or L_{max}: The L_{max} is the maximum noise level that occurs during an event or passby. Unlike other cumulative or statistical noise metrics such as Ldn, the L_{max} is the maximum noise level actually heard during the event or passby.

L_{10} Noise Level: The L_{10} noise level is a statistical noise descriptor that represents the noise level exceeded 10 percent of the time. This noise metric corresponds to the peaks of the noise that occur during an activity such as construction.

The project study area encompasses a busy commercial thoroughfare and one of the most heavily used transit stations in the MBTA system. The project neither expands hours of operation nor changes the nature of operations at the station.

5.6.2 Vibration

The project does not involve changes to the existing track or rail. Therefore, there will be no changes in the level of vibration associated with the proposed action.

Summary of Impacts: Although the project study area encompasses several noise-sensitive receptors, the incremental noise above ambient levels at the site during normal operations is anticipated to be below 3dBA at these receptors. In accordance with Table D of the FTA Circular, impacts are considered **Generally Not Significant**.

5.7 Construction Noise Impacts

The construction of the new head house is expected to comply with the City of Boston Noise Ordinance for construction activity. Construction noise levels at the nearest lot line of the affected property shall not exceed an L_{10} noise level of 75 dBA at a residential receptor, 80 dBA at a business/office receptor, and 85 dBA at an industrial receptor. In addition, the maximum (L_{max}) noise level shall not exceed 86 dBA at a residential receptor. These construction noise limits are found in Section 3.1 of the Regulations for the Control of Noise in the City of Boston.

Table 5.1 shows typical A-weighted L_{max} x noise levels at a distance of 50 feet for various pieces of heavy construction equipment. The nearest residential receptors to the proposed construction activity for the new head house are located on Tremont and Park Streets. These residences are in excess of 200 feet from the construction activity. Based on the typical construction equipment required for the new elevator head house, construction noise levels from this project are not expected to exceed the L_{max} noise limit contained in the City of Boston Noise Ordinance.

Table 5-1 Construction Equipment Noise Emission Limits Measured at 50 Feet from Construction Equipment

Equipment Category	L_{max} Level (dBA)
Backhoe	80
Bar Bender	80
Chain Saw	86
Compactor	80
Compression Drill (hydraulic)	72
Compressor (portable, rated 75 cfm or greater and 50 psi)	70
Compressor (other)	70
Concrete Mix Truck	84
Concrete Pump	82
Concrete Saw	90
Crane (Mobile)	75
Excavator	85
Front End Loader	80
Generator	70
Jackhammer	88
Mounted Impact Hammer	95
Paver	86
Pneumatic Tools	86
Pumping Equipment	65
Truck	84
Vibrator	80
All Other Equipment with Engines Larger Than 5HP	85

Summary of Impacts: The construction activities necessary for the project will not generate a level of noise significant enough to result in a noise impact, as defined by the FTA standards for noise impacts. The impacts are considered **Generally Not Significant** in accordance with Tables D and N of the FTA circular.

5.8 Water Quality

There are no surface water resources on the project site. The nearest water body is the "Frog Pond," a manmade recreational structure. The nearest natural surface water resource is the Charles River, located approximately 3000 feet from the project. The Boston Harbor is located nearly 3400 feet from the project. The proposed project will not directly or indirectly impact the use or quality of any of these resources.

Summary of Impacts: No contaminants from the proposed project will reach nearby bodies of water. Dewatering or recharging of the water table is not involved. The project does not require a Section 404 permit from the U.S. Army Corps of Engineers, and existing storm and sanitary sewers can handle the project's flows. The impacts are considered **Generally Not Significant** in accordance with Table E of the FTA circular.

5.9 Wetlands

Based on a review of the most recent Department of Environmental Protection (DEP) Wetland 1:12,000 maps (1990) and the National Wetland Inventory maps (2003) for this area, in addition to site reconnaissance, there are no wetlands resources that would be affected by the project. The nearest wetland resources to the project site are approximately 3000 feet to the west at the Charles River. No adverse impacts to wetlands are anticipated as a result of the proposed project (see Appendix A).

Summary of Impacts: The proposed project is not located within or near a wetland. The impacts are considered **Generally Not Significant** in accordance with Table F of the FTA circular.

5.10 Navigable Waterways

There are no navigable waterways within the project area. The nearest navigable water bodies, the Charles River and Boston Harbor, are located approximately 3000 to 3400 feet, respectively, from the project area.

Summary of Impacts: The proposed project does not affect navigation. The impacts are considered **Generally Not Significant** in accordance with Table H of the FTA circular.

5.11 Floodplains Encroachment

Conservation of flood storage capacity within the 100-year floodplain is important to prevent damage from flooding events. Construction of the project is not proposed within the 100-year floodplain and therefore will not affect the flood storage capacity. The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) for the City of Boston - Community Panel Number 250286 0010 C has been consulted. According to the FIRM map, the project area occurs within Zone C, which is defined as the area outside of both the 100- and 500-year floodplains (see Appendix A).

Summary of Impacts: The proposed project is located outside the 100- and 500- year floodplains. The impacts are considered **Generally Not Significant** in accordance with Table G of the FTA circular.

5.12 Coastal Resources

According to the Massachusetts Coastal Zone Management (MCZM) Plan, the project is not located in a coastal zone, and will therefore have no affect on any coastal zone areas. The nearest coastal zone management area to the project site is located approximately 2000 feet to the southeast (see Appendix A).

Summary of Impacts: The proposed project is not within and does not affect a coastal zone according to the MCZM Plan. The impacts are considered **Generally Not Significant** in accordance with Table H of the FTA circular.

5.13 Wild and Scenic Rivers

The project site does not contain any designated wild and scenic rivers and will therefore have no adverse affect on any wild and scenic rivers.

Summary of Impacts: The impacts are considered **Generally Not Significant** in accordance with the FTA circular.

5.14 Soils and Hazardous Materials

The project involves construction within and above the existing Green Line transit station. According to the 2006 MassDEP Oil and Hazardous Material Sites databases, there have been no recorded oil and/or hazardous material sites reported within the project area (see Appendix A). As such, no soils or hazardous materials issues are anticipated.

Summary of Impacts: The site does not require the excavation of soil and there are no recorded hazardous materials; therefore, the impacts are considered **Generally Not Significant**.

5.15 Ecologically Sensitive Areas and Endangered Species

According to the Massachusetts' Division of Fish and Game's 2006 Natural Heritage Atlas, the project area does not contain any Natural Heritage and Endangered Species Program (NHESP) priority or estimated habitats, NHESP Natural Communities, NHESP certified or potential vernal pools, Living Waters Core or Critical Supporting Watersheds, or Biomap Core or Supporting Natural Landscapes (see Appendix A).

Summary of Impacts: The impacts are considered **Generally Not Significant** in accordance with Table I and J of the FTA circular.

5.16 Energy

No significant changes in energy requirements are anticipated as a result of proposed access improvements to Park Street Station. It is expected that as a result of the access improvements to the facility, an increase in ridership will occur. This ridership increase would suggest overall energy savings as a result of the modal shift from automobiles to mass transit though the energy and associated air quality savings may be marginal. The existing station receives its electrical supply from the local electricity distribution company. No capacity modifications to the existing local electrical feeders are expected to be required to accommodate the proposed project. To minimize energy use within the facility, the specifications for construction will incorporate "green" design features such as energy efficient lighting, natural lighting design, and the use of recyclable construction materials, where appropriate.

Summary of Impacts: The proposed project is not expected to increase overall operational energy requirements. The impacts are considered **Generally Not Significant** in accordance with Table L of the FTA circular.

5.17 Historic Resources

5.17.1 Section 106 impacts

The construction of a Green Line elevator at Park Street Station will require work in the vicinity of the Tremont Street Subway/Park Street Station and Boston Common, which are listed in the National Register and are NHLs, through the permanent visual and physical introduction of new

above and below ground elevator structures and associated temporary construction impacts from staging, demolition, access, and general activities.

The location of the elevators was determined following alternative studies that concluded that the proposed configuration is the only siting that achieves the project objectives with minimal impacts to station operations and the historic properties. On the interior of Park Street Station and Park Street Under Station two glass-enclosed elevators will be constructed, a stair will be reoriented between the Green Line westbound and Red Line center platforms and the fare collection area will be slightly reconfigured. The elevators will be positioned and designed between columns and away from the original stairs to have minimal impact on the fabric of the station. A stair that will be reconfigured and the fare collection area have previously been altered. The head house for the elevator between the Green Line westbound platform and the surface will rise within Boston Common. The head house will emerge southwest of the existing West Head House at the walkway edge of a grassed area. See Figure 3-1a for the location plan of the new elevators.

The architectural design and building fabric for the new elevator head house are compatible with and complement the existing structures on Boston Common NHL, and are as transparent as possible in order to minimize the visual presence of the head house in the historic landscape and for the safety of users. The structure footprint is as small as possible, approximately 10 feet by 10.5 feet square (approximately 106 square feet) and the new head house is the same height as the existing historic East and West Head Houses. The design of the new head house uses granite, steel, and glass materials and a standing seam, metal hip roof that references materials used on existing structures in the Common. Due to its placement, design, and scale, the new head house will constitute a relatively small and unobtrusive addition to the Boston Common landscape in an area with other nearby head houses and information kiosks. See Figure 5-1 for proposed elevator head house design.

Figure 5-1. Photo rendering of proposed elevator head house design.

Below ground within the Park Street Station/Tremont Street Subway NHL the impacts to the fabric of floors and roof and will be confined to the immediate area of the 10 feet by 10.5 feet square elevator which will be removed to accommodate the structure. All impacted surfaces have been previously modified, with the exception of the brick and steel arched roof of the station; however, the majority of the roof will remain intact. The elevator will be adjacent to, but will not intersect, an historic stair that connects the platform and ground surface. Under a separate project, the MBTA is currently rebuilding the stair in the Green Line headhouse. This work was reviewed and approved by the FTA and the MHC prior to construction beginning. The elevator will also extend down into the Park Street Under Station, where the impacts will be similar to those in the Park Street Station /Tremont Street Subway. The Park Street Under Station has been substantially altered and is recommended as not eligible for listing on the National Register of Historic Places. See Figure 2-1 for the design of the new elevator within Park Street Station.

The elevator head house may also generate minor indirect visual effects to nearby historic properties within and adjacent to Boston Common due to changes in the view sheds to and from certain points in the Common. The views around the site of the new elevator head house are dictated by the terrain, which slopes generally up to the north and west and down to the south and east, and are restricted in three seasons by the dense tree cover to the northwest and southwest. The site is not visible from Lafayette Mall along Tremont Street at West Street or

Temple Place. From the Brewer Fountain, the site intersects the view to the northeast of the West Head House, but does not otherwise affect the view of the Park Street Church. Views from the walkways west and north of the site looking southeast towards St. Paul's Church are not intersected by the site. The new head house will be visible in the view from the south end of the East and West Head Houses looking towards southwest Brewer Fountain, but will not block views. It will also be slightly in the view shed looking west from Tremont Street towards the State House, but the State House is generally not visible due to the up slope and the trees.

A construction management plan being developed in conjunction with the Boston Parks and Recreation Department (BPRD) will ensure minimal disruption to the park, the public's ability to access the park, and any impacts on park visitors. The plan requires that construction site work zone be restored to the condition prior to construction, including but not limited to pavement and plantings.

There will be no project effects to potential archaeological resources since the project work area in the northeast corner of Boston Common is assigned a no/low archaeological sensitivity.

The FTA and MBTA have consulted, and will continue to coordinate as necessary, with the MHC and the Boston Landmarks Commission (BLC), and the BPRD to ensure that the location and design of the proposed new elevator and head house, as well as construction activities, will be compatible with the historic and architectural qualities of the adjacent historic resources. The MBTA presented the project to the Boston Landmarks Commission on July 22, 2008 and received a Certificate of Design Approval [3].

The FTA has determined that the proposed Park Street Vertical Transportation Improvement Project will have No Adverse Effect under Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) on the Boston Common and Tremont Street Subway/Park Street Station. The MHC, in its role as State Historic Preservation Officer concurred with this determination. While changes to the Boston Common and the Tremont Street Subway/Park Street Station will occur, the physical and visual effects of the new elevator and head house will be restricted to a small area and the head house design is compatible with the historic structures on the Common. The project is not expected to alter the overall character, or significantly interfere with the visitor's experience of, the Common or the Subway.

5.17.2 Section 4(f) impacts

The FTA has determined that the proposed project will result in no adverse effect to the Tremont Street Subway/Park Street Station, the Boston Common and any adjacent NR-eligible or –listed resource. Although there will be a small acquisition of property from the Boston Common, it will be minor (106 square feet) compared to the overall acreage of the Common itself (nearly 50 acres). The acquisition represents the minimal take required to accommodate the footprint of the proposed head house. Based upon these considerations, the Section 4(f) use meets the criteria of *de minimis* as defined in 23 CFR 774, and an alternative analysis is not required.

[3] As laid out in its enabling legislation (Massachusetts General Law Chapter 161A, the MBTA like all other state agencies is exempt from any local review including Boston Landmarks approval. While the MBTA regularly coordinates and reviews design plans with BLC, it does not go through a formal approval process. In the case of the Park Street elevator project however, the MBTA and the City of Boston must enter into a real estate agreement and the BLC requested, and the MBTA agreed, that approval of the project by BLC would be a condition of the real estate taking.

Summary of Impacts: The proposed project will have no adverse effect on properties listed in the National Register of Historic Places and designated as National Historic Landmarks. Although there will be a Section 4(f) use of the Boston Common, the use will be minor and qualifies as a *de minimis* action. Therefore, the impacts to historic resources are considered **Generally Not Significant** in accordance with Table M of the FTA circular.

5.18 Parks and Recreational Resources

5.18.1 Section 4(f) Impacts

In addition to being a historic resource, the Boston Common is also a publicly-owned park that falls within the jurisdiction of the Boston Parks and Recreation Commission. The Common is approximately 50 acres in size and is open to the general public. The parkland's functions and uses have been formalized in the Boston Common Management Plan (BPRC 1996).

The FTA has determined, and the Boston Parks and Recreation Committee has concurred (see memo in Appendix A) that the impact to the recreational component of the Common will be minimal. Although there will be a small acquisition of property, it will be minor (106 square feet) compared to the overall acreage of the Common (nearly 50 acres). The acquisition represents the minimal take required to accommodate the footprint of the proposed head house.

In addition, the MBTA has committed to working with the BPRD to ensure continued access to the Common during the construction period and to minimize ancillary construction impacts to users of the park (further discussion in Section 5.19 Construction Period Impacts).

Based upon these considerations, the Section 4(f) use meets the criteria of *de minimis* as defined in 23 CFR 774, and an alternative analysis is not required.

5.18.2 Article 97 Land

As stated in Section 4.2, the land currently proposed to site the required elevator head house providing street level service to the Green Line Platform is owned by the City of Boston and maintained by the City of Boston Parks and Recreation Department as Open Space. Consequently, use of the land for siting the elevator head house constitutes a change in use under Article 97 of the state constitution.

Consistency with EEA Article 97 Land Disposition Policy (dated February 1998)

In accordance with the statement of policy, the MBTA has explored all other options to avoid the Article 97 disposition and believes no feasible and substantially equivalent alternative exists that will avoid using and/or affecting Article 97 land. To effectuate the purpose of the project, the elevator must be sited in the immediate environs of Park Street Station, and within the structural constraints posed by the existing superstructure and tunnel walls of the Red Line and Green Line tracks. All of these structures are located within the Boston Common, and as such, will require a real estate transaction with the Boston Parks and Recreation Department to construct and operate the new elements.

EEA has issued a land disposition policy for those land transactions that are subject to Article 97 restrictions. The elements of the policy, and their application to the Park Street Green Line Accessibility Project are as follows:

Statement of Policy

EEA and its agencies shall not support an Article 97 land disposition unless EOEA and its agencies determine that exceptional circumstances exist. A determination of "exceptional circumstances" is subject to all of the following conditions being met:

1. *All other options to avoid the Article 97 disposition have been explored and no feasible and substantially equivalent alternatives exist (monetary considerations notwithstanding); Note: The purpose of evaluating alternatives is to avoid using/affecting Article 97 land to the extent feasible.*

   Response: As described in Section 3, there exists no option that will avoid an Article 97 disposition and also meet the basic intent of the project which is to provide direct handicapped access to the MBTA's Green Line system. Currently, an accessible path from the street to Park Street Station/Green Line does exist, and the access point has no impact on parkland. This access is, however, extremely indirect and very difficult for persons with disabilities. The purpose of this project is to correct that flawed access to the Green Line. Given the integrated nature of the existing Park Street Station with the Boston Common, no alternative that provides access and avoids an Article 97 disposition is possible.

2. *To that end, the scope of alternatives under consideration shall be commensurate with the type and size of the proposed disposition of Article 97 land, and must be performed by the proponent of the disposition to the satisfaction of EOEA and its agencies. The scope of alternatives extends to any sites that were available at the time the proponent of the Article 97 disposition first notified the controlling agency of the Article 97 land, and which can be reasonably obtained:*

   (a) within the appropriate market area for private proponents, state, and/or regional entities; or

   (b) within the appropriate city/town for municipal proponents.

   Response: As described above the MBTA undertook a full and complete alternatives analysis which is fully described in Section 3. There exist no "Non-Article 97" locations that will meet the basic purpose and need of the project.

3. *The disposition of the subject parcel and its proposed use do not destroy or threaten a unique or significant resource (e.g., significant habitat, rare or unusual terrain, or areas of significant public recreation), as determined by EOEA and its agencies;*

   Response: There exist no significant habitat in the Boston Common, nor are there any rare ore unusual terrains in terms of natural resources. The Boston Common is however, a National Historic Landmark as well as being listed on the National Register

of Historic Places and as such, certainly represents a unique and significant resource. The work proposed by the MBTA does not, however, destroy the resource nor does it limit its significance in terms of public recreation. Firstly, the loss of parkland is approximately 106 square feet, while the Boston Common is nearly 50 acres, thereby representing a very small percentage of the overall size of the Common.

Secondly, adding the elevator structure does not alter or impede the public's ability to enjoy the use of the resource. In fact, the station accessibility program enhances the use of the park. If it is difficult or cumbersome for disabled MBTA patrons to utilize the Park Street Station system, by the corollary, it is also difficult and cumbersome for the public to fully access and utilizes the park. Today, citizens along the Green Line corridor from Newton to East Cambridge can only access the events on the Common or at the State House with difficultly. The Park Street accessibility project improves and enhances the public's ability to use the Boston Common.

Lastly, the MBTA has worked closely with representatives of the Boston Parks and Recreation Department, the Boston Landmarks Commission, the Boston Redevelopment Authority and other stakeholders (including the Friends of the Public Garden and Boston Common) to develop a design which is compatible with the Boston Common and whose architecture is consistent with the other architectural structures on the Boston Common. (See Section 7 for a list of meetings.)

4. *As part of the disposition, real estate of equal or greater fair market value or value in use of proposed use, whichever is greater, and significantly greater resource value as determined by EOEA and its agencies, are granted to the disposing agency or its designee, so that the mission and legal mandate of EOEA and its agencies and the constitutional rights of the citizens of Massachusetts are protected and enhanced;*

   Response: The MBTA is working with the BPRD to determine the appropriate compensation for the loss of park space. BPRD has indicated that it does not seem feasible or warranted to replace 106 square feet of loss space on the Common. In lieu of this, the MBTA and the BPRD are developing plans to make capital improvements to the Common in the area around the Park Street Station. The MBTA and BPRD have identified two specific plans for the improvements to the park. A decision on which plan to implement is pending.

5. *The minimum acreage necessary for the proposed use is proposed for disposition and, to the maximum extent possible, the resources of the parcel proposed for disposition continue to be protected;*

   Response: The MBTA has developed the elevator structure to utilize the minimal acreage necessary while at the same time, developing an elevator design that meets the diverse needs of the disability community. While certain types of elevators could utilize a smaller footprint, the MBTA has determined, in consultation with representatives of the disability community, that these smaller elevators limit access to certain individuals and to a certain degree, limit the public's ability to use the system.

   In addition, the MBTA has endeavored to develop a design which minimizes the amount of green space loss within the park. As described in the Alternatives Analysis, it was not possible to site the elevator in a way that completely avoided the green space on the Boston Common.

6. *The disposition serves an Article 97 purpose or another public purpose without detracting from the mission, plans, policies and mandates of EOEA and its appropriate department or division; and*

   Response: The disposition of the land serves a significant public purpose by providing direct, quality access to public transit for persons with disabilities.

7. *The disposition of a parcel is not contrary to the express wishes of the person(s) who donated or sold the parcel or interests therein to the Commonwealth.*

   Response: The use of the land for an elevator to make transit accessible to persons with disabilities is not contrary to the original purposes of the Boston Common. The Common was designed to be a meeting place for all citizens, and making the transit that currently serves the Common fully accessible to people of all abilities is in keeping with this original intent.

In accordance with the Commonwealth's policy, total square footage of the elevator head house footprint has been minimized and is approximately 106 square feet. Ultimately, the purpose of the project is to increase accessibility of the Boston Common and the mass transit system to a greater number of people, clearly serving a public purpose well within the mission and policies of the EOEA.

Summary of Impacts: Although there will be a Section 4(f) use of the Boston Common, the use will be minor and qualifies as a *de minimis* action. The project will result in the conversion of park land and therefore will have an impact to Article 97 land. Given the relatively small size of the land to be converted, however, the impacts are considered **Generally Not Significant** in accordance with the FTA circular.

5.19 Construction Period Impacts

Temporary impacts from construction of the project will be mitigated in a number of manners as described below.

5.19.1 Noise

Because construction will occur within 1,200 feet of residential properties, the MBTA will implement measures to reduce the noise impacts during construction. In order to ensure that noise levels do not exceed the City of Boston's noise limit for residential receptors, special noise mitigation measures will be required from the construction contractor. The construction specifications for the project will address specific mitigation measures to be employed by the construction contractor for nighttime operations. These may include the use and ongoing maintenance of mufflers on construction equipment, provision of acoustical enclosures around stationary equipment, selection of low-noise construction equipment where feasible, and the shutdown of idling equipment when not in use. If nighttime construction is determined to be necessary, a public information program will be implemented to notify abutters and interested parties.

5.19.2 Disposal of Debris and Spoil

Demolition of the existing tunnel will generate debris consisting of concrete, steel, cast stone, and other finish materials. These materials will be disposed of consistent with applicable local, state and federal requirements. In addition, existing pavement must be removed and the tunnel cap must be breached to build the elevator shaft. In the event that any contaminants are identified in the spoil material, it will be disposed of in accordance with all applicable federal, state and local laws and regulations.

5.19.3 Water Quality and Runoff

Construction of the new elevator headhouse will require only minimal excavation work on the site. As a result, it is not anticipated that erosion will be significant. Best Management Practices (BMPs) will be employed during construction to protect existing drainage systems from sedimentation and other hazards.

5.19.4 Access

No roadway or sidewalk work is proposed, although portions of the existing plaza may be impacted. A construction management plan will be developed by the contractor in consultation with the MBTA, the BLC, BPRD and other relevant agencies, the objective of which will be to minimize pedestrian impacts and to construct the elevator in a manner that maximizes access to the Boston Common.

The MBTA has agreed to limit the number of construction vehicles on the site to no more than three vehicles at any time. Additionally, automobiles belonging to construction workers or MBTA personnel will not be allowed to access the construction area on the Common. These commitments will be made part of the contract specifications.

5.19.5 Air Quality and Dust Control

The specifications for the Park Street elevator construction contract will include a requirement that all off-road diesel construction equipment must have emissions control devices installed, such as oxidation catalysts or particulate filters on the exhaust system side of the diesel combustion engine. This equipment, as articulated in the Transit Commitment agreement between the DEP and EOTPW, is now part of all new construction projects performed by the MBTA.

5.19.6 Safety and Security

Construction staging plans will include provisions for site security and safety, including construction contractor lay-down areas, construction fencing, temporary barriers, and pedestrian protection facilities. Any office and storage trailer locations will be sited off of the Common. The construction contractor will be required to comply with MBTA Safety Regulations, including training sessions as well as Occupational Safety and Health Administration regulations.

5.19.7 Disruption of Businesses

The work will occur within the Boston Common and is not expected to cause any restriction on business operations.

Summary of Impacts: Impacts from construction in these categories, and for historic resources as detailed in Section 5.17 above, as defined in Table N of the FTA Circular are **Generally Not Significant**. It is expected that construction activities would be regulated through environmental specifications in construction contracts, that construction activities would not be allowed to violate local, state, or federal standards, and that construction plans would include measures to mitigate potential impacts. These factors would be included in the construction bid documentation and would be strictly adhered to and monitored by construction management personnel.

5.20 Aesthetics

The design of a new Park Street Vertical Transportation Improvement Project brings with it a series of constraints and opportunities. There were two main design objectives for the Park Street/Green Line Elevator: to satisfy the Boston Center for Independent Living (BCIL) design criteria and to produce a design that fits comfortably into its surrounding historical environment.

The primary BCIL criteria call for a minimum size elevator cab, 5'-0" by 6'-8," which in turn dictated the volume of the shaft. The criteria also require maximum visibility into and out from the cab, a canopy over the exterior entrance and durable materials not easily vandalized.

The design process started with a site visit during which all of the existing small structures on the Boston Common were visited and documented with photographs. In addition, drawings of the adjacent head houses were obtained. It was noted by the design architect that many of the existing buildings had common features. Among these were a two thirds/one third division of the façade, use of a combination of granite, steel and glass as building material, copper or slate roofing and hip roof forms.

Following the site visits, discussions were held with the City of Boston Working Committee and representatives of the BCIL to determine specific concerns. In summary, the Working Committee stated that they would like a structure that looked like it had always been there, but that did not try to mimic an historic structure. The BCIL group emphasized that, due to safety and maintenance concerns, their primary concern was visibility.

Using the above input, the architect developed a design which is characterized by a hip-roofed volume with a two thirds/one third proportion of the shaft. The base will be granite and the superstructure will be painted steel and glass. The roofing material will be copper. The elevator doors and side panel will be stainless steel, as will the cab interior. The glazing will be supported by ribs of steel which frame into steel columns which align with the elevator cab support rails at the midpoint of the shaft. Open glass corners in both the cab and the shaft will allow for maximum visibility into the cab. In addition the transparency will minimize the impact of the shaft on surrounding parkland. The lightness of the structure will provide a contrast to the adjacent head houses while reflecting significant aspects of their design.

Summary of Impacts: Aesthetic impacts are **Generally Not Significant** in accordance with Table O of the FTA circular. The proposed project is compatible with the visual character of the surrounding area and will enhance and contribute to the visual character of the area.

5.21 Environmental Justice

Title VI of the Civil Rights Act of 1964 and Executive Order 12898 (Environmental Justice) require federal agencies to evaluate potential impacts of their actions on minority and low-income populations within project study areas. An important aspect of both evaluations is the identification of negative environmental impacts and an assessment of the effect (including whether impacts are disproportional) of these impacts on specific disadvantaged populations (low income and minority).

A qualitative assessment was conducted to determine potential impacts on surrounding disadvantaged populations, including businesses and households. The study area is bounded by six different census tracts; the demographic profile and boundary map for each census tract are located in Appendix A. Census tracts are the geographic units from which the census data is culled. They are statistical subdivisions that group populations with similar socio-economic characteristics into a single cohort. In general, the population living within the vicinity of the project area earns a higher wage than the average U.S. salary. According to the 2000 U.S. Census Bureau information, the averaged median income level in surrounding neighborhoods is $59,501, compared to the U.S. average median income of $41,994. With the exception of one tract, the percentage of families living below poverty level is less than the national average. The one exception occurs within Census Tract 701, which includes the project area, the area east and south and the Financial District. Here, 20 percent of the families live below the poverty level, as opposed to the national average of 9 percent (see Appendix A for census tract summary).

The average household size is 1.53 for the population within the study area. The median age of residents is 37 years, with greater than 80 percent of people ranging in age from 18 to 65 years old. Less than 3 percent of the population is less than 5 years old. Of those individuals that are 25 years or older, approximately 87 percent of the population has a high school degree, and 60 percent holds a bachelor's degree or higher.

As supported by analyses within this EA, the proposed project will not substantially impact surrounding households or businesses. No displacements are required. Of specific concern for this EA are issues associated with impacts to historic properties. It is anticipated that no specific businesses or households would be substantially impacted by construction or operation of the project, therefore, no significant or disproportionate impact would be experienced by disadvantaged populations (businesses or households). All construction and operation activities would occur in accordance with appropriate regulations and practices designed to safeguard all patrons, businesses, residents, and system users in and around the station.

Further, it is expected that by improving transit and transportation services at the station, disadvantaged populations would benefit from improved access to area resources (e.g., the Boston Common, the Massachusetts State House, downtown Boston, *etc*. as well as to all points along the Green Line.)

Summary of Impacts: The proposed project is expected to improve transit access and will not result in displacements or substantial impacts to the surrounding neighborhoods or community at large. Therefore, the impacts are considered **Generally Not Significant** in accordance with Table P of the FTA circular.

5.22 Safety and Security

The goal of the project includes improved accessibility, and a station that contributes in a positive manner to the area. The proposed Green Line elevator will be designed to ensure the safety of patrons and operations staff by meeting all applicable standards and guidelines for lighting, visibility, and accessibility, including compliance with the ADA. Security lighting for pedestrian pathways will be attractive and effective in increasing visibility at night. The principle of "defensible space" has been employed in the design. Good sightlines, clear way-finding, limited blind spots and concealed areas, and effective lighting will all contribute to the sense of safety and comfort of users.

Summary of Impacts: The proposed project includes adequate provision for safe and secure operations, is expected to reduce automobile and pedestrian accidents, and is expected to improve the safety and security of transit patrons. The impacts are considered **Generally Not Significant** in accordance with Table Q of the FTA circular.

5.23 Secondary Development

The potential for long-term, secondary development within the project's area of influence is limited by the fact that the project area is public parkland and thereby restricted from development by Article 97 of the Amendments to the Massachusetts State Constitution. No secondary impacts directly associated with this project are anticipated. The MBTA does, however, have future plans for two other transit elements in the area.

The existing Park Street Station elevator, which is not located on the Boston Common but instead sits on Tremont Street between Winter Street and Temple Place, will be modernized. The elevator was built c. 1976, and therefore is approaching the end of its useful life and replacement is necessary. Given the age of the elevator, the elevator does not meet current code for accessibility nor does it meet the parameters of the BCIL agreement. A new elevator will be built in its existing location, though the footprint of the new elevator, as well as its architectural treatment will be changed so as to comply with current code and current accessible design standards. If the MBTA determines that this elevator should be rehabilitated using federal funds, the appropriate documentation will be provided to the FTA for its review under NEPA, Section 106 as well as Section 4(f), and any other relevant federal statute. The rehabilitation of the elevator is a separate and severable from the proposed Boston Common elevator. The rehabilitation has independent utility from the Boston Common elevator and as such, separate review is appropriate.

Additionally, as part of the Silver Line Phase III project, the MBTA would be required to make the Boylston Green Line Station accessible. This station is located at the intersection of Boylston Street and Tremont Street, and the southern edge of the Boston Common. That accessibility project will be completed as part of the intermodal connection of the proposed Silver Line and the Green Line at Boylston Station. Due to significant funding constraints, the timing and future of the Silver Line III project is currently under review. The previously planned Final EIR for the project is being held until specific decisions can be made on the project.

***Summary of Impacts*:** The proposed elevator will improve access to existing transit and is not proposed as a means of generating secondary growth. The proposed elevator is not expected to create secondary development pressures. The impacts are considered **Generally Not Significant** in accordance with Table R of the FTA circular.

Chapter 6: Proposed Mitigation Plan

6 Proposed Mitigation Plan

As described above, the project purpose serves the public good and meets a need to improve access to both the subway system and the historical resources within and surrounding the Park Street Station and Boston Common. Nevertheless, the Park Street Station Vertical Transportation Improvements does require the change in use of land currently devoted to passive recreation as open space.

The FTA has determined that the proposed construction of a Green Line elevator at Park Street Station with a new head house on Boston Common constitutes a finding of No Adverse Effect under Section 106. The planning and design of the project has taken into account measures to avoid, minimize, and mitigate any potential effects. This included carefully siting the new elevator structures, minimizing its overall footprint (106 square feet) on the Boston Common, and designing an architecturally complimentary structure that incorporated compatible fabrics and materials. Prior to construction, a photographic documentation will be made of the 10 by 10.5 foot portion of the brick and steel arched roof of the original station to be removed for the opening of the new elevator. The siting, design and mitigation criteria were developed in accordance with the participation requirements of Section 106, including ongoing coordination and consultation with the MHC, BLC, BPRD, and other entities interested in the cultural resources aspect of the project. See Section 7 and Appendix A for summaries of those correspondences.

With respect to the recreational aspects of the Boston Common, there has been ongoing coordination with the BPRD regarding potential permanent and temporary impacts to the parcel during and following construction. A construction management plan will be developed in conjunction with the BPRD to ensure minimal disruption to the park, the public's ability to access the park and any impacts on park visitors. The plan requires that the construction site work zone be restored to its condition prior to construction, including but not limited to pavement and plantings.

In addition, the MBTA is working with the BPRD to determine the appropriate compensation for the loss of park space. BPRD has indicated that it does not seem feasible or warranted to replace 106 square feet of loss space on the Common. In lieu of this, the MBTA and the BPRD are developing plans to make capital improvements to the Common in the area around the Park Street Station. The MBTA and BPRD have identified two specific plans for the improvements to the park. A decision on which plan to implement is pending.

Since construction will occur within 1,200 feet of residential uses, special noise mitigation measures will be required from the construction contractor to ensure that noise levels do not exceed the City of Boston's noise limits. Best management practices will be used to ensure compliance with current air and water quality standards. The number of construction vehicles on site at any one time will be limited and vehicles belonging to construction workers or MBTA personnel will not be allowed to access the construction area on the Common.

Chapter 7: Coordination and Consultation

7 Coordination and Consultation

The Park Street/Green Line Elevator was developed through an extensive public outreach with involved many different stakeholders over a period of a year.

7.1 Meetings Summaries

City of Boston Working Committee

Recognizing the importance of a collaborative effort in locating and designing a new elevator in the historic Boston Common, Mayor Thomas Menino and MBTA General Manager Dan Grabauskas established the ***Working Committee*** in 2006. The Working Committee is comprised of City Department heads and MBTA managers. The goal of the committee is to develop a project that will meet the goals of the disabled community, be respectful of other structures in the Common, and consistent with applicable federal and state regulations.

The agencies and organizations invited to participate in the Working Committee are as follows:

The City of Boston, Mayor's Office (COB)
Boston Commission for Persons with Disabilities (CPD)
Boston Landmarks Commission (BLC)
Boston Parks and Recreation Commission (BPRC)
Boston Parks and Recreation Department (BPRD)
Boston Redevelopment Authority (BRA)
The Mayor's Office of Neighborhood Services (MONS)
Boston Center for Independent Living/Greater Boston Legal Services (BCIL/GBLS)

Through this working committee, the MBTA developed the series of alternatives under consideration as well as the means and methods to minimize or mitigate the impacts of the Preferred Alternative.

A summary of meetings follows.

November 1, 2006 – The group was given an overview of the requirements set out in the legal settlement. Preliminary design proposals, highlighting structural and operational constraints, were presented for comment. BPRD stated that impacts to the Boston Common and that the loss of green space and change in the view corridors needed to be considered in all options. *Attendees*: BRA, BPRD, CPD

November 6, 2006 – The committee continued to review alternate locations for the elevator including on option within the Parkman plaza to eliminate the need for a new structure in the park. This option was eliminated as it would reduce egress from the station and would not meet code. Options for further study were recommended. *Attendees*: BLC, BRPD, CPD

November 14, 2006 – Seven options were presented to the committee. Each was reviewed for whether it met the intent of the settlement agreement, satisfied the operational and functional requirements of MBTA, its impact on the park and its impact of historic structures. Options A, B1 and B2 were dismissed since they presented more engineering challenges that the remaining options. Option E was dismissed because it reduced station egress. *Attendees*: BLC, BPRD, BRA

November 17, 2006 – Two options C and D were presented to the committee with more detail. These options were dismissed because their close proximity to the West Head House could cause an adverse effect on the Historic Head House and the elevator pit impacted the Red Line tunnel. A new alternative, Option F, was introduced as a variation of the Option B series. Options B3, B4 and F were all carried forward for further study. *Attendees*: BLC, BPRD, BRA, MONS

November 30, 2006 – All seven options were reviewed again, and the Committee selected B3 as its preferred alternative. B3 would locate the elevator west of the West Head House, partially on the green space. The doors would open facing Tremont Street giving it more visibility. Preliminary discussions about architectural details such as bollard design, lighting issues and possible tree replacements also occurred. *Attendees*: BCIL, BLC, BPRD, BRA, COB, CPD

March 15, 2007 – The 60% design plans (dated 3.14.07) for the Park Street Green Line Accessibility Project were presented. The following comments were received regarding the design of the structure: (1) the horizontal striping or 'banding' caused by the glass and mullion detail was to close together; (2) colors for steel and granite needed further study; (3) the use of the granite in the mullion was to 'fussy' for the park; (4) further study on relocation versus new trees was needed. BRPD raised concerns about construction activities and requested a detailed staging plan, including noise reduction methods, restricted construction vehicle access, no storage of materials in the Common, and coordination with the Boston Transportation Department if lane closures are required on Tremont Street. *Attendees*: BCIL, BLC, BPRD, BRA, CPD

April 25, 2007 – The previous design and a modified design were presented in conjunction with photographs of other structures in the park. The modified design used granite at the corners and was less transparent. Increasing lighting in this area of the park was discussed. BLC requested that an application to them be filed highlighting both designs. BPRD requested a letter from MBTA outlining the schedule and detail of the proposed Article 97 take of parkland. It was also suggested that abutters be given notice of the application and previous meetings and that a special briefing be made to the Friends of Boston Common and the Beacon Hill Association. *Attendees*: BCIL, BLC, BPRD, BRA, CPD

November 19, 2007 – The 60% construction staging plans were presented. The following comments were received from the City of Boston: (1) BPRD must approve any loam, seed and plant material incorporated into the project; (2) concrete sidewalks must match existing in color and patterns; (3) construction zones and fencing was modified to protect existing and mature trees; (4) all construction vehicles must be parked within the fenced construction zone; (5) occasional night time closure of one lane of Tremont Street would be allowed for certain activities such as pouring concrete. Various other BPRD projects that could be ongoing in the same time frame were discussed and the need for close coordination. Attendees: BTD, BPRD

June 6, 2008 – The 60% design plans were presented for the Park Street Green Line Accessibility Project. The design progression was presented along with ideas for elevator materials. The need for increased lighting in the area was discussed along with bollard options.

July 1, 2008- A presentation of the 60% design was made to the working committee. Alternative finishes were presented and the committee recommended that the MBTA proceed with the transparent design with a dark green metal frame to match the color on the Parkman Plaza headhouse. Two alternatives were presented for the granite base and two alternatives for the roofing material. Alternatives of a painted steel frame with a stainless steel fin and painted steel frame with a painted fin were presented. It was recommended that the MBTA present a few alternatives to the Boston Landmarks Commission Design Review Committee and get feedback.

September 18, 2008- The MBTA met with the City of Boston Parks Department to discuss the Article 97 process.

February 24, 2009- The 90% construction phasing plans were presented for the Park Street Green Line Accessibility Project to the Public Improvement Commission (PIC).

March 24, 2009- The 90% construction phasing plans were presented for the Park Street Green Line Accessibility Project to the working committee.

Federal Transit Administration

June 14, 2007 – As required by FTA, a consultation session, which included all of the Section 106 stakeholders was held at the State Transportation Building. An overview of the project, its current status and the strategy for achieving federal, state and municipal approvals was presented. A summary of the significant historic elements for both the Park Street Station Green Line Accessibility was also presented. *Attendees*: FTA, MHC, Boston Parks and Recreation Department, BRA, Boston Landmarks Commission. The US Department of Interior and the National Park Service was also invited to attend.

Massachusetts Historical Commission (State Historic Preservation Office)

October 12, 2006 – An overview of the settlement agreement was presented, along with its bearing on the design of the Park Street Station. MHC stated that they would have an interest in the design details, materials used and any change in the existing station. BPRD requested information regarding potential impacts to trees and green space within the Boston Common. *Attendees*: BLC, BPRD, MHC

Boston Landmarks Commission Design Review Committee

May 22, 2007 – A presentation outlining the need for the project and preferred design alternatives was made to the Committee. The Committee endorsed the more transparent design and recommended that the MBTA proceed with that option. *Attendees*: BLC

July 22, 2008- A presentation of the 60% design was made to the design committee. Alternative finishes were presented and the committee recommended that the MBTA proceed with the transparent design with a granite base, copper roof, painted steel frame with a stainless steel fin

and stainless steel doors and MBTA signage. It was recommended that the steel be painted to match the dark green in the Parkman Plaza Headhouse. Attendees: BLC

Boston Center for Independent Living/Greater Boston Legal Services

Beginning in October 2006, monthly meetings have been held with the BCIL/GBLS, the plaintiff in the lawsuit against the MBTA, to keep them abreast of current design considerations and ask for their input regarding accessibility issues.

Boston Preservation Alliance

June 12, 2007 – A presentation was made to the BPA that both described the project, its goals and the process used in selecting the recommended options for both the location and architectural design. All options were presented to BPA along with the preferred alternatives. *Attendees*: BPA

The Friends of the Boston Common

December 20, 2006 – A presentation was made that described the project, its goals and the process used in selecting the recommended options for both the location and architectural design. All location options were presented along with the preferred alternative. *Attendee*: Mr. Henry Lee.

May 15, 2007 – A presentation of the two preferred architectural design alternatives was made. The MBTA expressed a preference for the more transparent structure as it was more in keeping with the desires of the accessibility community. *Attendee*: Mr. Henry Lee.

Appendix A – Supporting Documentation

(1) Wetlands Resource Map
(2) FEMA FIRM (floodplains) Map
(3) Coastal Resources Map
(4) Hazardous Materials Map
(5) Ecologically Sensitive Areas and Endangered Species Map
(6) Census Data

Section 106 Documentation
(1) SHPO's concurrence with FTA's determination

Section 4(f) Documentation
City of Boston's (Section 4[f] Official with Jurisdiction)
Concurrence with Determination of Minimal Impact to Parkland

90% Design Plans for Park Street Station Vertical Transportation Improvements

Appendix A: Wetlands Resource Map

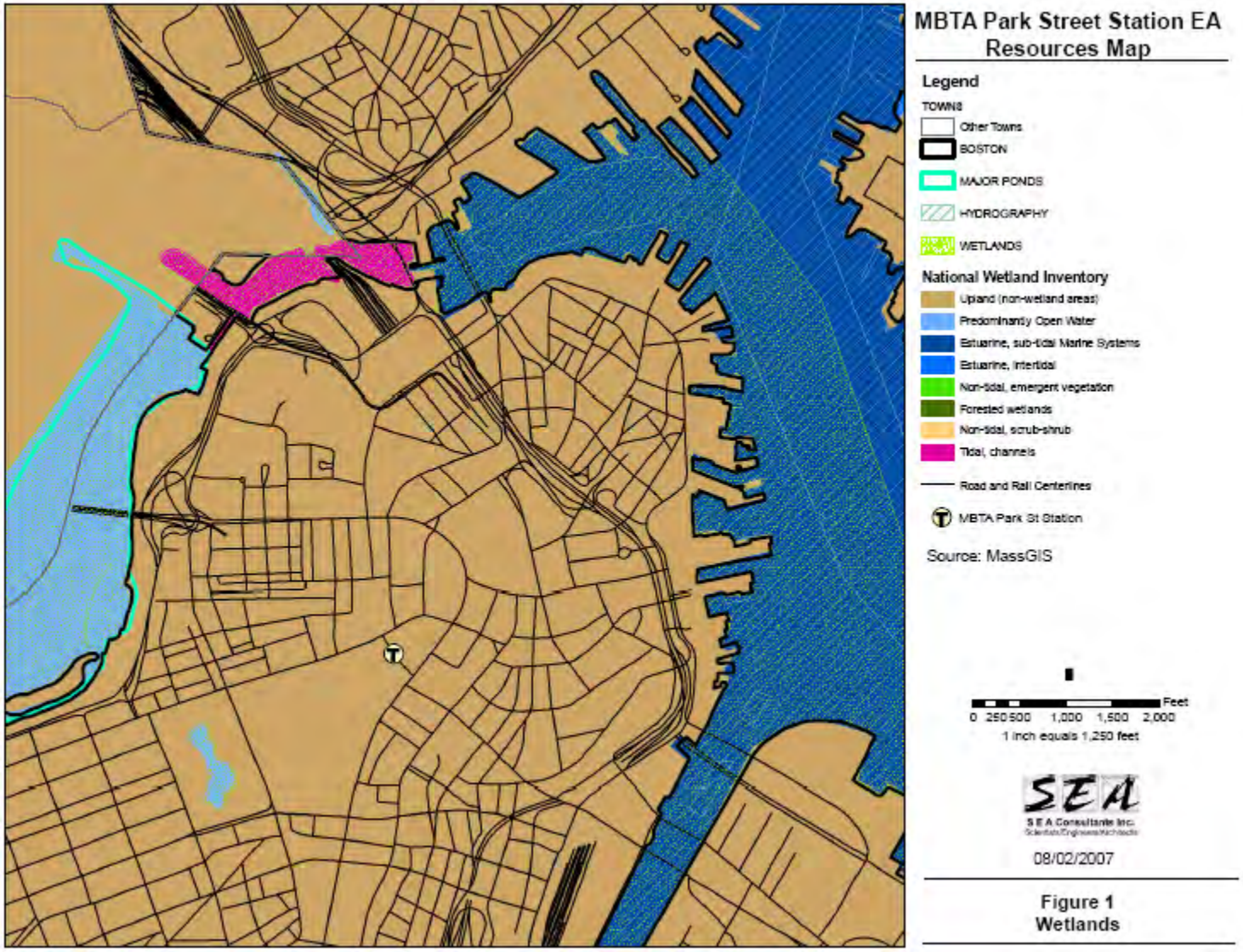


Figure 1
Wetlands

Appendix A: FEMA FIRM (floodplain) Map

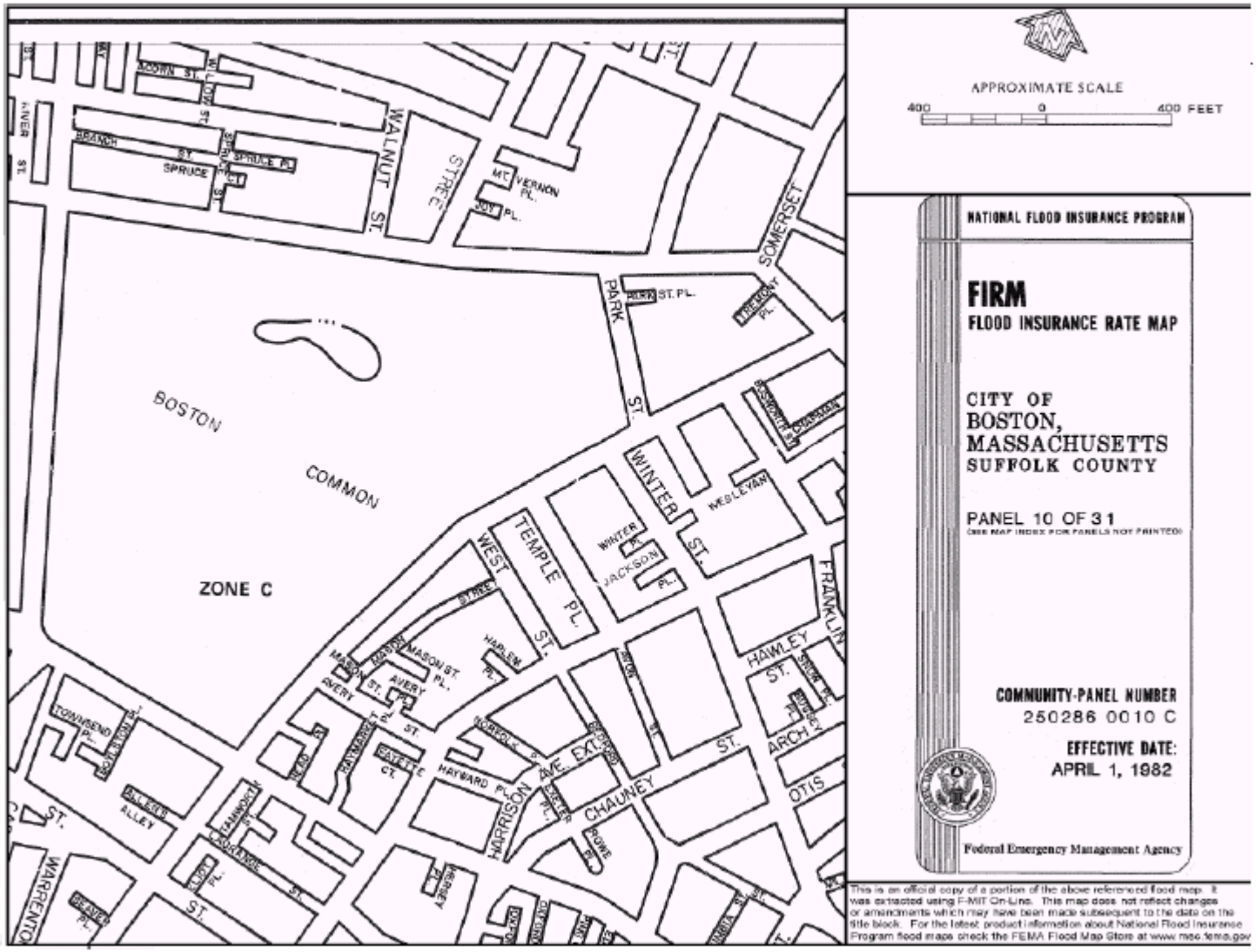


Figure 2 - FEMA FIRM (floodplains) Map

Appendix A: Coastal Resources Map

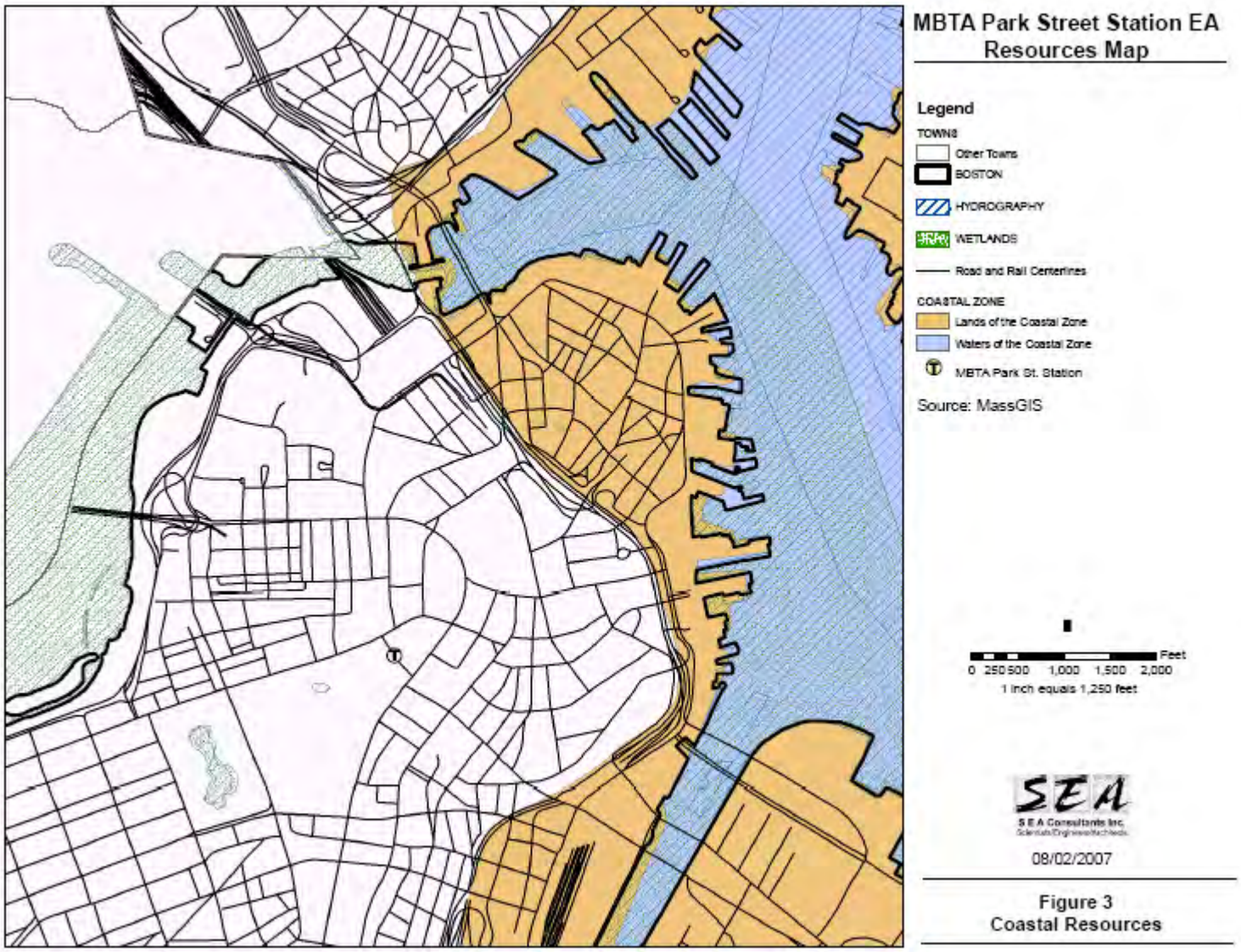


Figure 3
Coastal Resources

Appendix A: Hazardous Materials Map

MBTA Park Street Station EA Resources Map

Legend

- DEP Tier 1 Classified 21E Sites
- ALL Sites

TOWNS
- Other Towns
- BOSTON

- WETLANDS
- HYDROGRAPHY
- Road and Rail Centerlines
- MBTA Park St. Station

Source: MassGIS

0 250 500 1,000 1,500 2,000 Feet

1 inch equals 1,000 feet

SEA Consultants Inc.

08/02/2007

Figure 4
Hazardous Materials

Appendix A: Ecologically Sensitive Areas and Endangered Species Map

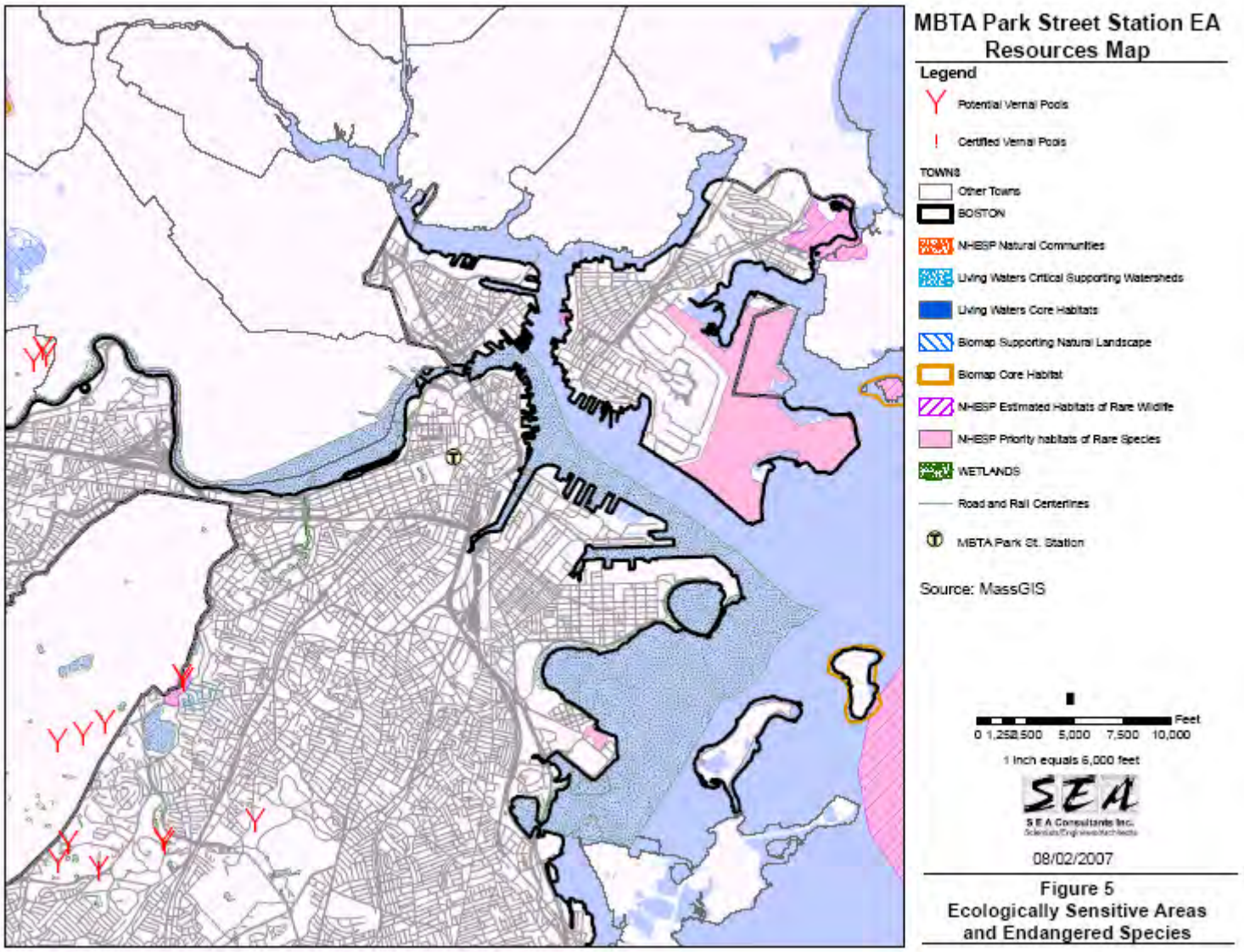


Figure 5
Ecologically Sensitive Areas and Endangered Species

Appendix A: Census Data

MBTA Park Street Station EA
Census Data

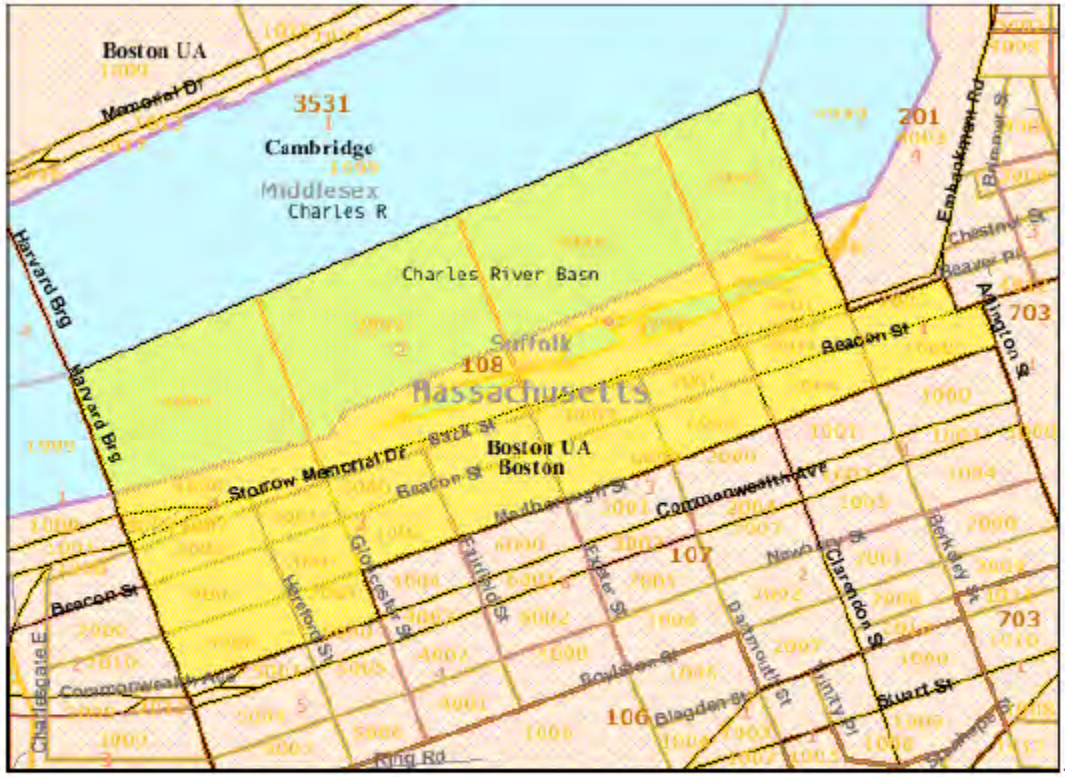
Demographic Profile (based on 2000 Census data)	Census Tract 108	Census Tract 201	Census Tract 203	Census Tract 303	Census Tract 701	Census Tract 703	Census Tract Average	U.S. Average
Average Household Size	1.47	1.56	1.51	1.47	1.59	1.56	1.53	2.59
Median Age	32	37	37	43	35	39	37	35
Age under 5 years	2%	3%	4%	3%	2%	2%	3%	7%
18 years or older	96%	92%	93%	93%	94%	96%	94%	74%
65 years and older	7%	10%	14%	17%	19%	13%	13%	12%
Population (25 years or older) with High School degree or higher	98%	99%	89%	89%	59%	90%	87%	80%
Population (25 yrs or older) with Bachelor's degree or higher	83%	84%	61%	24%	37%	71%	60%	24%
Median household income in 1999	$71,671	$81,804	$52,160	$70,854	$17,639	$62,878	$59,501	$41,994
Families below poverty level	2%	0%	3%	6%	20%	7%	6%	9%

See attached Census Tract maps for exact boundaries of each tract.

Census Tract 108 - located west of project area; includes Back and Beacon Streets from Massachusetts Avenue to Arlington Street
Census Tract 201 - located northwest of project area; includes western and central portion of Beacon Hill neighborhood
Census Tract 203 - located north of project area; includes eastern portion of Beacon Hill, north to Boston Harbor, east to Washington Street
Census Tract 303 - located north and northeast of project area; includes Beacon, Tremont and Park Streets
Census Tract 701 - includes project area and area east and south; including Financial District
Census Tract 703 - located west and southwest of project area; includes Public Garden

S E A Consultants Inc.
Scientists/Engineers/Architects

Figure 6
Census Tracts Data Summary



MBTA Park Street Station EA
Resources Map

Legend

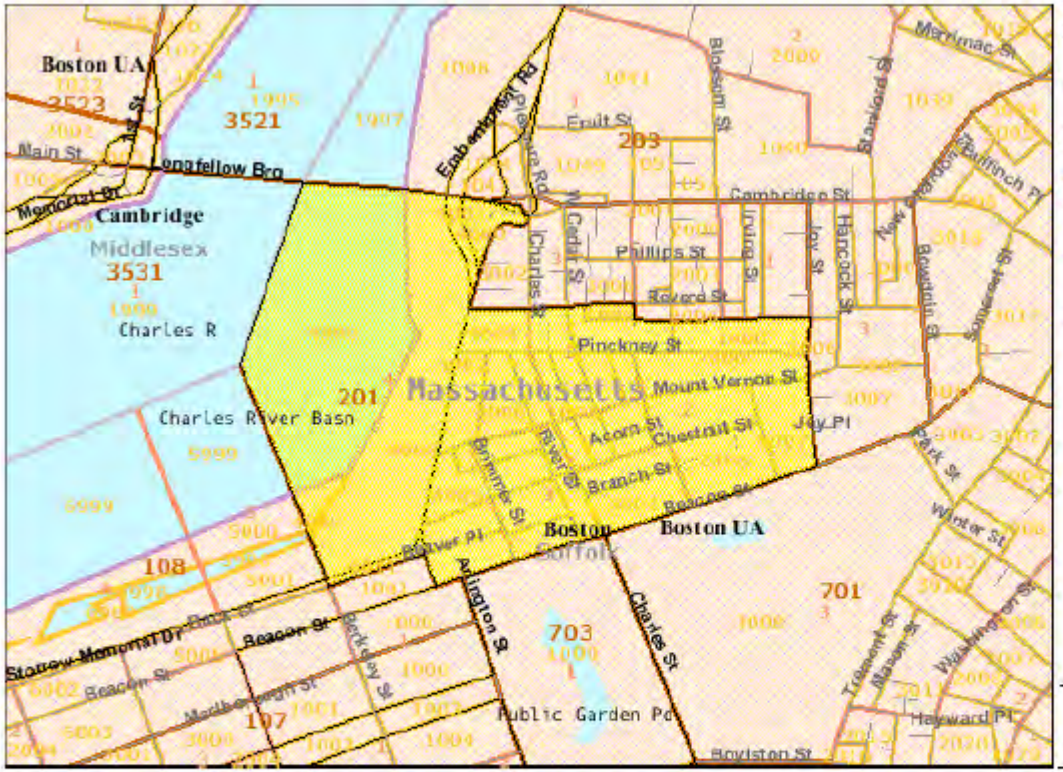
Boundaries
- State
- '00 County
- '00 Census Tract
- '00 Block Group
- '00 Block
- '00 Place
- '00 Urban Area
- '00 Urban Area

Features
- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

SEA Consultants Inc.

08/07/2007

Figure 7a
Census Tract 108,
Suffolk County, Massachusetts



MBTA Park Street Station EA
Resources Map

Legend

Boundaries
- State
- '00 County
- '00 Census Tract
- '00 Block Group
- '00 Block
- '00 Place
- '00 Urban Area
- '00 Urban Area

Features
- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

SEA Consultants Inc.

08/07/2007

Figure 7b
Census Tract 201,
Suffolk County, Massachusetts

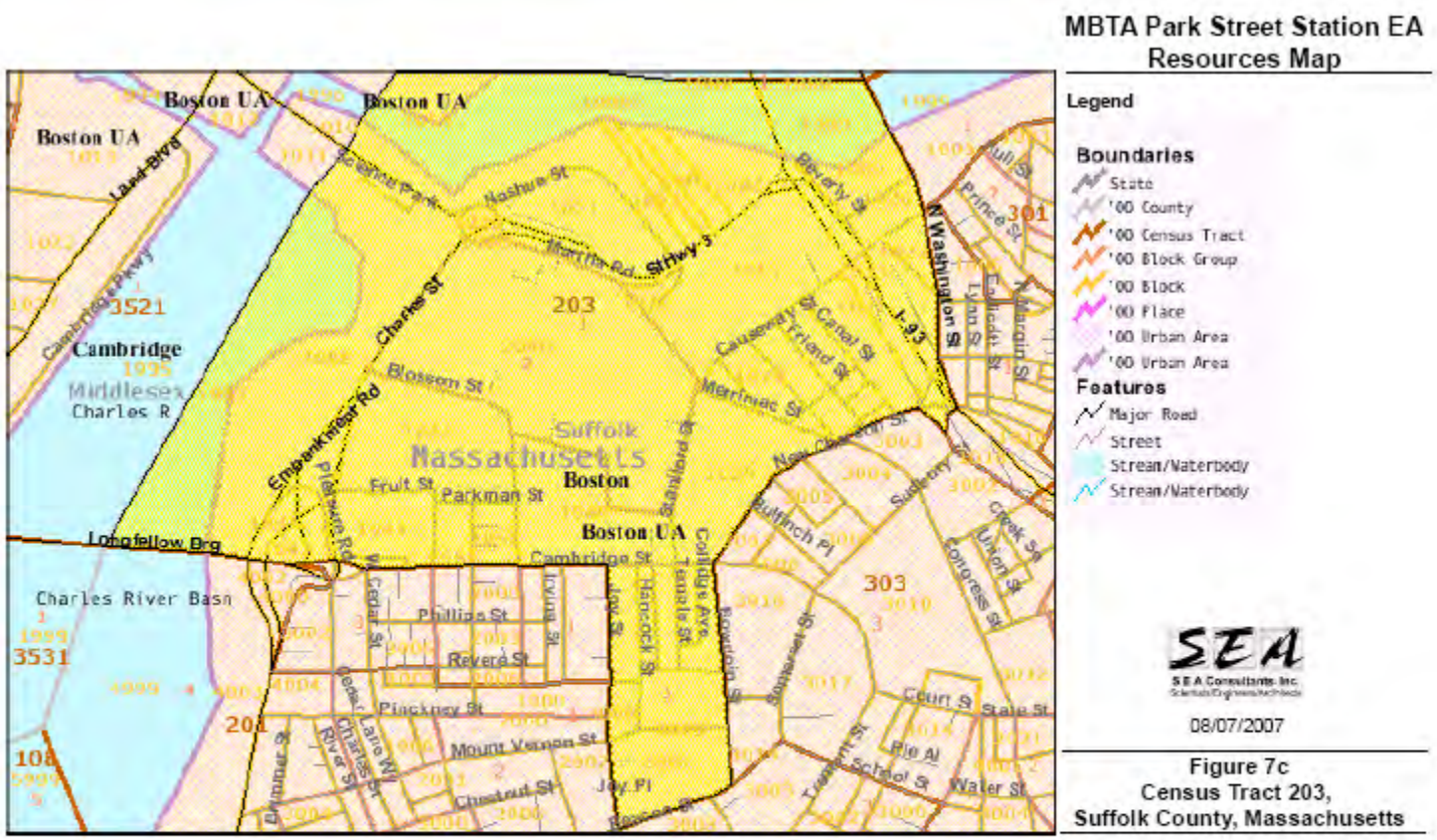


Figure 7c
Census Tract 203,
Suffolk County, Massachusetts

MBTA Park Street Station EA
Resources Map

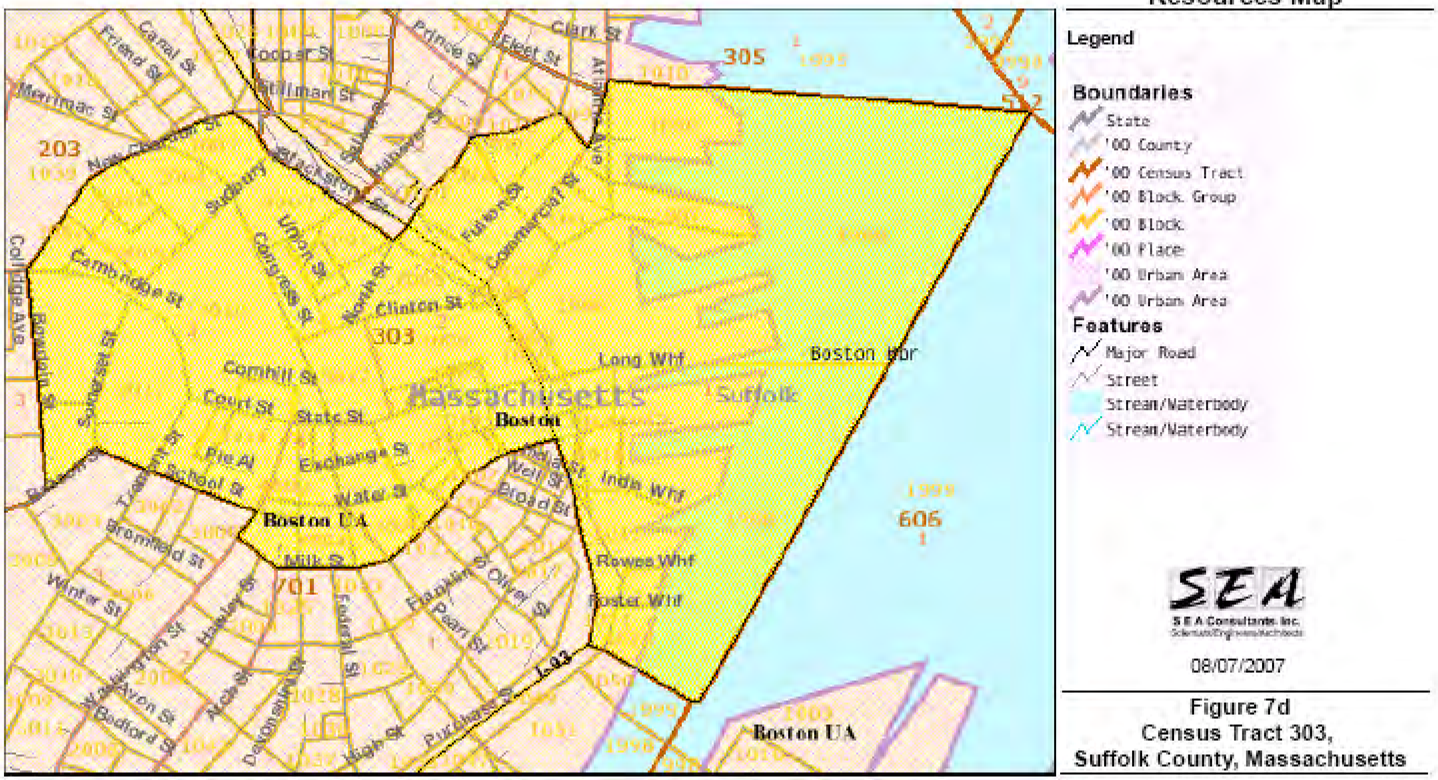


Figure 7d
Census Tract 303,
Suffolk County, Massachusetts

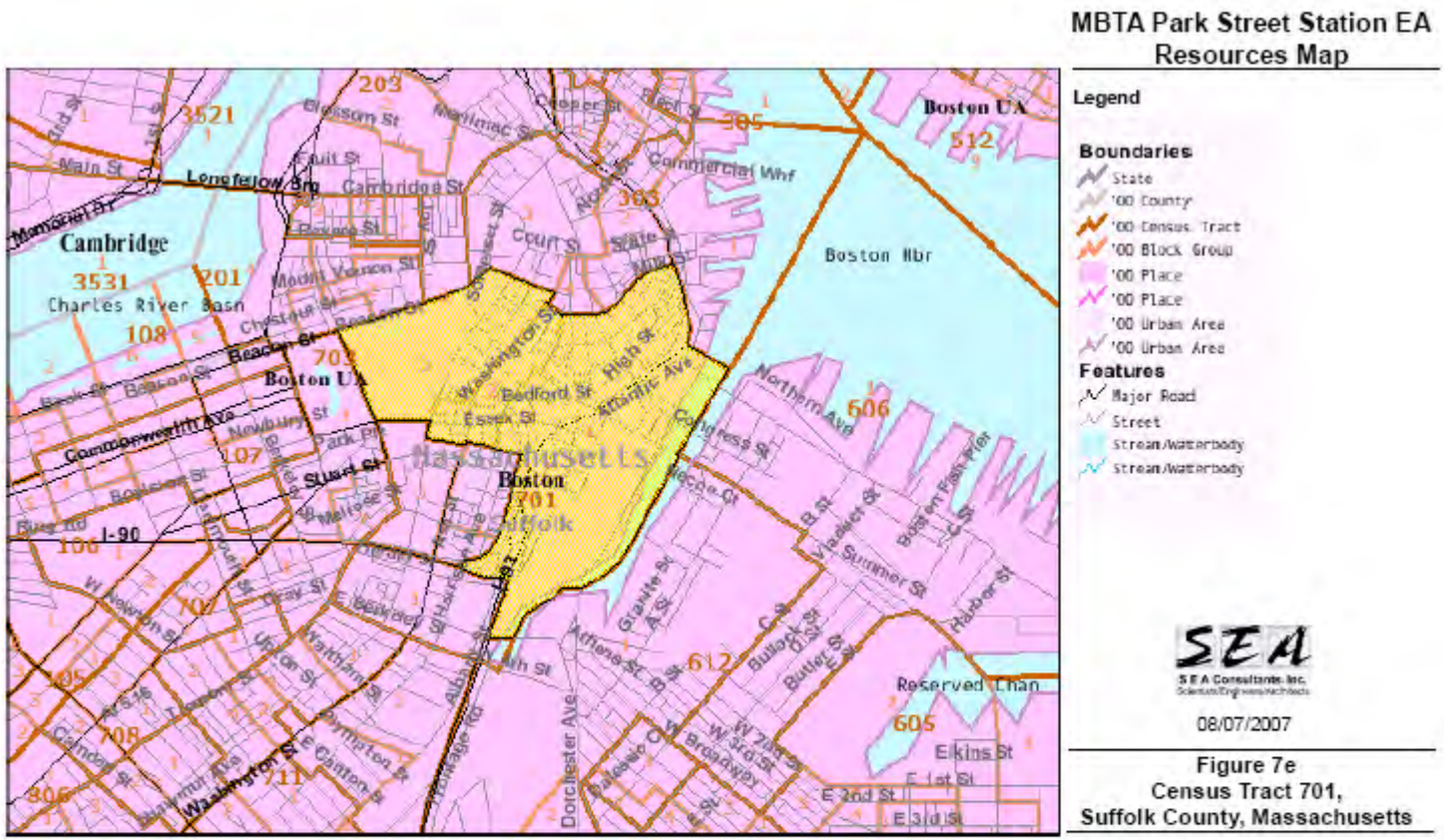
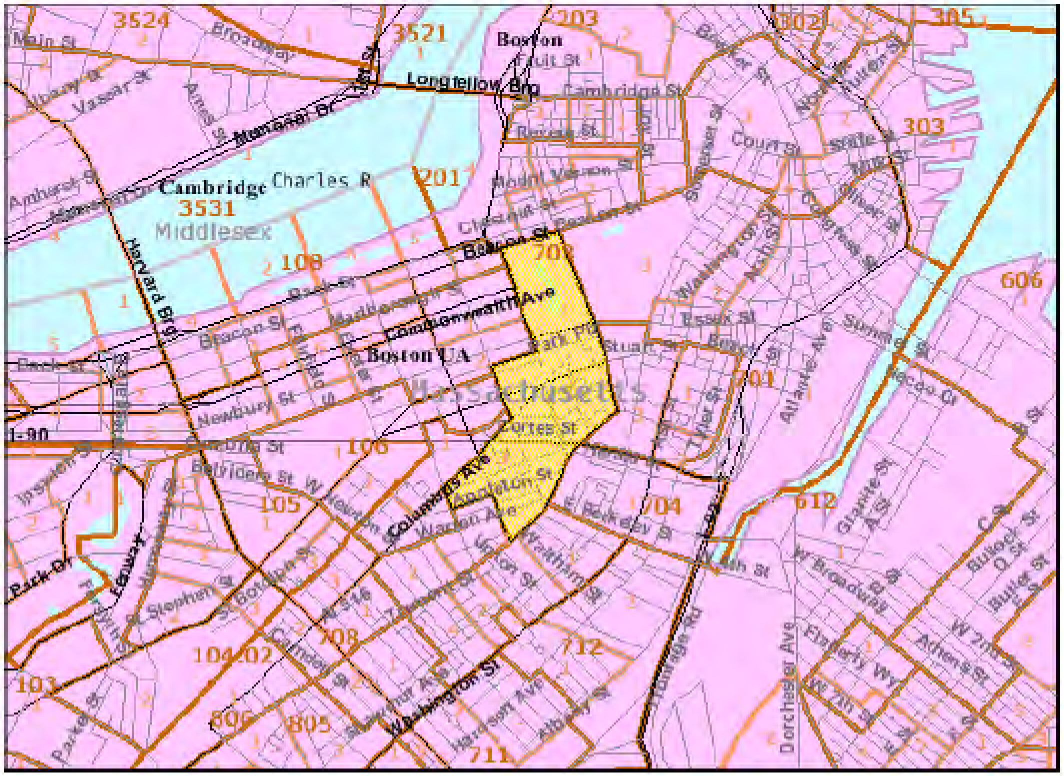


Figure 7e
Census Tract 701,
Suffolk County, Massachusetts

MBTA Park Street Station EA Resources Map



Legend

Boundaries

- State
- '00 County
- '00 Census Tract
- '00 Block Group
- '00 Place
- '00 Place
- '00 Urban Area
- '00 Urban Area

Features

- Major Road
- Street
- Stream/Waterbody
- Stream/Waterbody

SEA
S E A Consultants Inc.

08/07/2007

Figure 7f
Census Tract 703,
Suffolk County, Massachusetts

Appendix A: SHPO's Concurrence with FTA's Section 106 Determination

The Commonwealth of Massachusetts

William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

December 30, 2008

Richard H. Doyle
Regional Administrator
Federal Transit Administration
55 Broadway, Suite 920
Cambridge, MA 02142-1093

RE: Park Street Station Elevators, Boston, MHC# 6274

Dear Mr. Doyle:

The Massachusetts Historical Commission has reviewed the additional information you submitted concerning the proposed project referenced above. As you are aware, the Park Street Station is listed in the National Register of Historic Places as part of the Tremont Street Subway National Historic Landmark.

Your cover letter indicates that it is FTA's determination that the proposed project will have "no adverse effect" (36 CFR 800.5(b)) on the Tremont Street Subway National Historic Landmark. Upon reexamination of the materials you submitted, I concur with your determination provided the following condition is met: the MBTA must photo document the 10' x 10.5' portion of the brick and steel arched roof of the original station to be removed for the opening for the new elevator during the project. The roof dates to the original construction of the Tremont Street Subway in 1897.

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) and M.G.L. Chapter 9, Section 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71.00). Please do not hesitate to contact Ann Lattinville of my staff if you have questions or need further assistance.

Sincerely,

Brona Simon
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

xc: Holly Palmgren, MBTA
Andrew Brennan, MBTA
Ellen Lipsey, Boston Landmarks Commission
Margaret Dyson, BPRC

The Commonwealth of Massachusetts
William Francis Galvin, Secretary of the Commonwealth
Massachusetts Historical Commission

November 4, 2008

Richard H. Doyle
Regional Administrator
Federal Transit Administration
55 Broadway, Suite 920
Cambridge, MA 02142-1093

RE: Park Street Station Elevators, Boston, MHC# 6274

Dear Mr. Doyle:

The Massachusetts Historical Commission has reviewed the information you submitted concerning the proposed project referenced above. As you are aware, the Park Street Station is listed in the National Register of Historic Places as part of the Tremont Street Subway National Historic Landmark.

Your cover letter indicates that it is FTA's determination that the proposed project will have "no adverse effect" (36 CFR 800.5(b)) on the Tremont Street Subway National Historic Landmark. However, in the supplemental information you sent, including a Massachusetts Environmental Policy Act Environmental Notification Form, you indicate that it is FTA's opinion that the proposed project will have an adverse effect on historic properties.

MHC requests that you clarify your determination of effect. Additionally, it is unclear as to whether or not the Boston Landmarks Commission has received your effect determination and supporting documentation. Because of the penetration of the tunnel roof for the new elevator, and because the tunnel is a character-defining feature of the Tremont Street Subway National Historic Landmark, it is the MHC's opinion that the project constitutes an adverse effect (36 CFR 800.5(a)(i)). However, it is also MHC's opinion that the effect is unavoidable due to the necessity of providing a barrier free access to the subway line and due to the existing configuration of major structural components.

220 Morrissey Boulevard, Boston, Massachusetts 02125
(617) 727-8470 • Fax: (617) 727-5128
www.state.ma.us/sec/mhc

These comments are offered to assist in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR 800) and M.G.L. Chapter 9, Section 26-27C, as amended by Chapter 254 of the Acts of 1988 (950 CMR 71.00). Please do not hesitate to contact Ann Lattinville of my staff if you have questions or need further assistance.

Sincerely,
Brona Simon

Brona Simon
Executive Director
State Historic Preservation Officer
Massachusetts Historical Commission

xc: Holly Palmgren, MBTA
Andrew Brennan, MBTA
Ellen Lipsey, Boston Landmarks Commission
Margaret Dyson, BPRC

Appendix A: City of Boston's (Section 4[f] Official with Jurisdiction) Concurrence with Determination of Minimal Impact to Parkland

BOSTON

Thomas M. Menino, Mayor

July 8, 2009

Richard H. Doyle
Regional Administrator
U. S. Department of Transportation
Federal Transit Administration
Volpe Center, 55 Broadway Suite 920
Cambridge, MA 02142

RE: Section 4(f) Park Street Station Elevator

Dear Mr. Doyle:

Boston Common is the nation's oldest park, listed on the National Register of Historic Places and is a National Historic Landmark. Located in the historic heart of Boston, it is a vital link to the city's past and a deeply cherished urban recreation area. The Common is also an important crossroads. Tunnels and stations serving the regional public transportation network are located under the Common, presenting a unique challenge for both the Boston Parks and Recreation Department (BPRD) and the Massachusetts Bay Transportation Authority (MBTA).

The MBTA is requesting Federal Transit Administration (FTA) funding for the installation of elevators at Park Street Station. It is our understanding that one headhouse would be built on the Boston Common adjacent to the existing outbound Park Street Station Headhouse to improve accessibility to the Green and Red Line stations below. The Parks and Recreation Department supports goal of the MBTA to improve access to the Park Street Station. The project will affect the Boston Common as both an historic and an open space resource, but the compelling public purpose (ADA access) and the physical limitations of the site (the westbound platform of the MBTA's Green line is located entirely beneath the park) combined with the extensive effort to minimize the impact of this new building and the requirement of the MBTA to mitigate its impact have, in the view of the BPRD, met the standard envisioned by the section of law commonly referred to as Section 4(f).

Boston Parks and Recreation Department
Antonia M. Pollak, Commissioner
1010 Massachusetts Ave., Boston, MA 02118 / Tel.: (617) 635-4505 / Fax: 635-3173

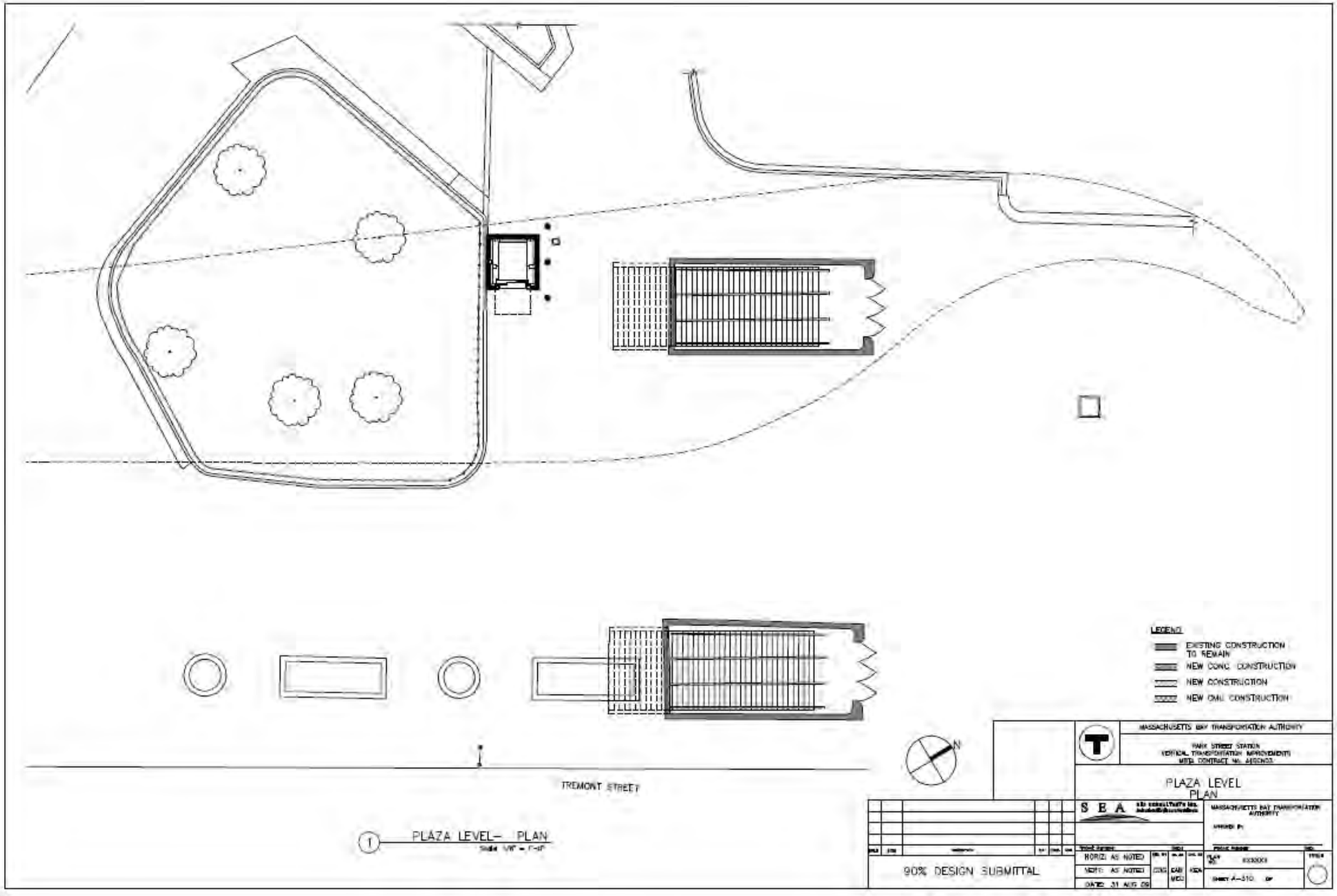
While we support the installation of this elevator headhouse at Park Street station, we will continue to monitor the cumulative effect of transportation infrastructure proposed for this historic park to ensure its protection over the long term. Due to its central location, the park is full of people and activity. It is a popular place to propose new uses, structures and facilities. Protecting its open character is a profound responsibility and a constant challenge.

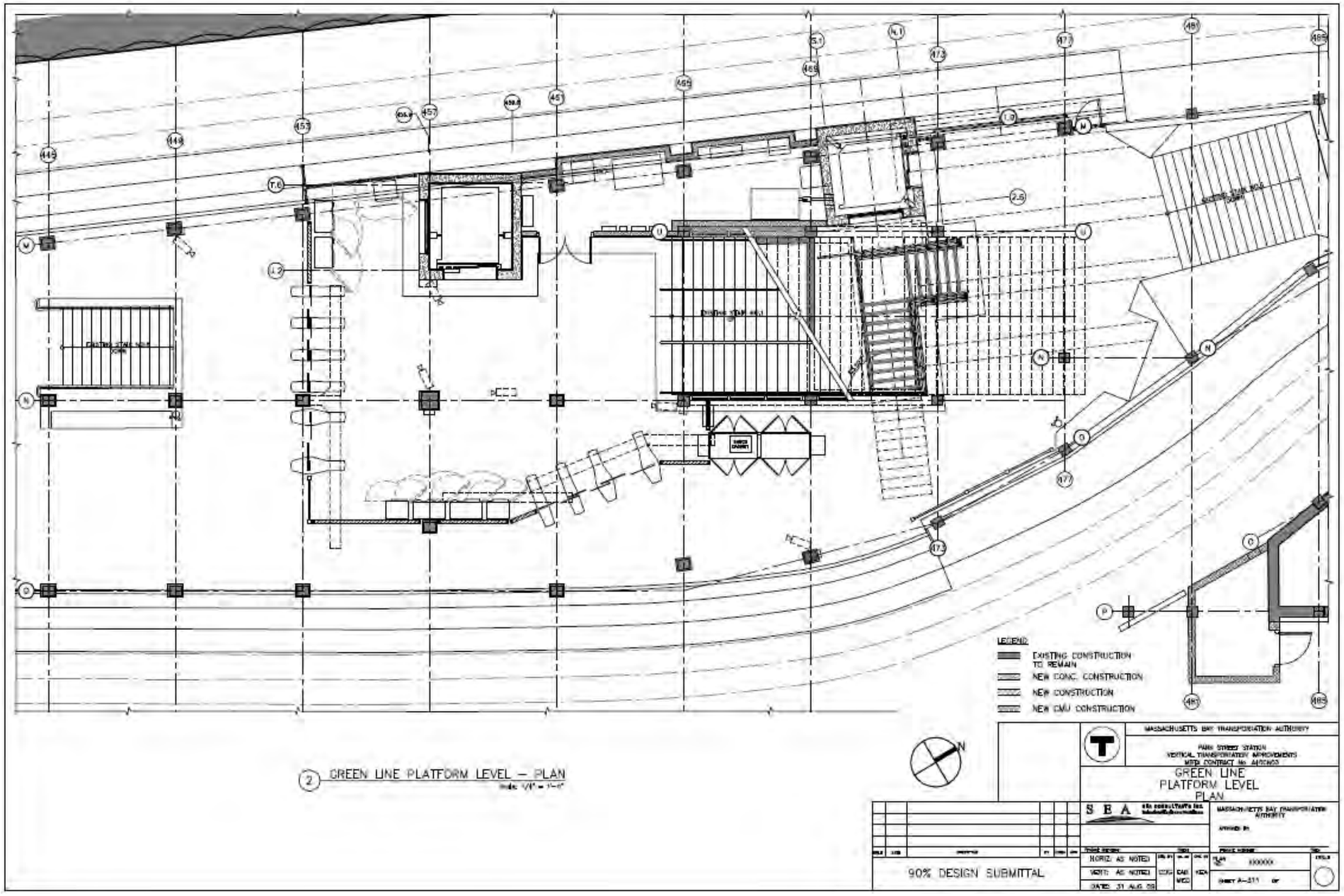
As you noted in your correspondence, this letter does not constitute final approval of the BPRD of the project. Environmental reviews and a process to address the obligations under Article 97 of the Massachusetts Constitution are ongoing and must be resolved.

Sincerely,

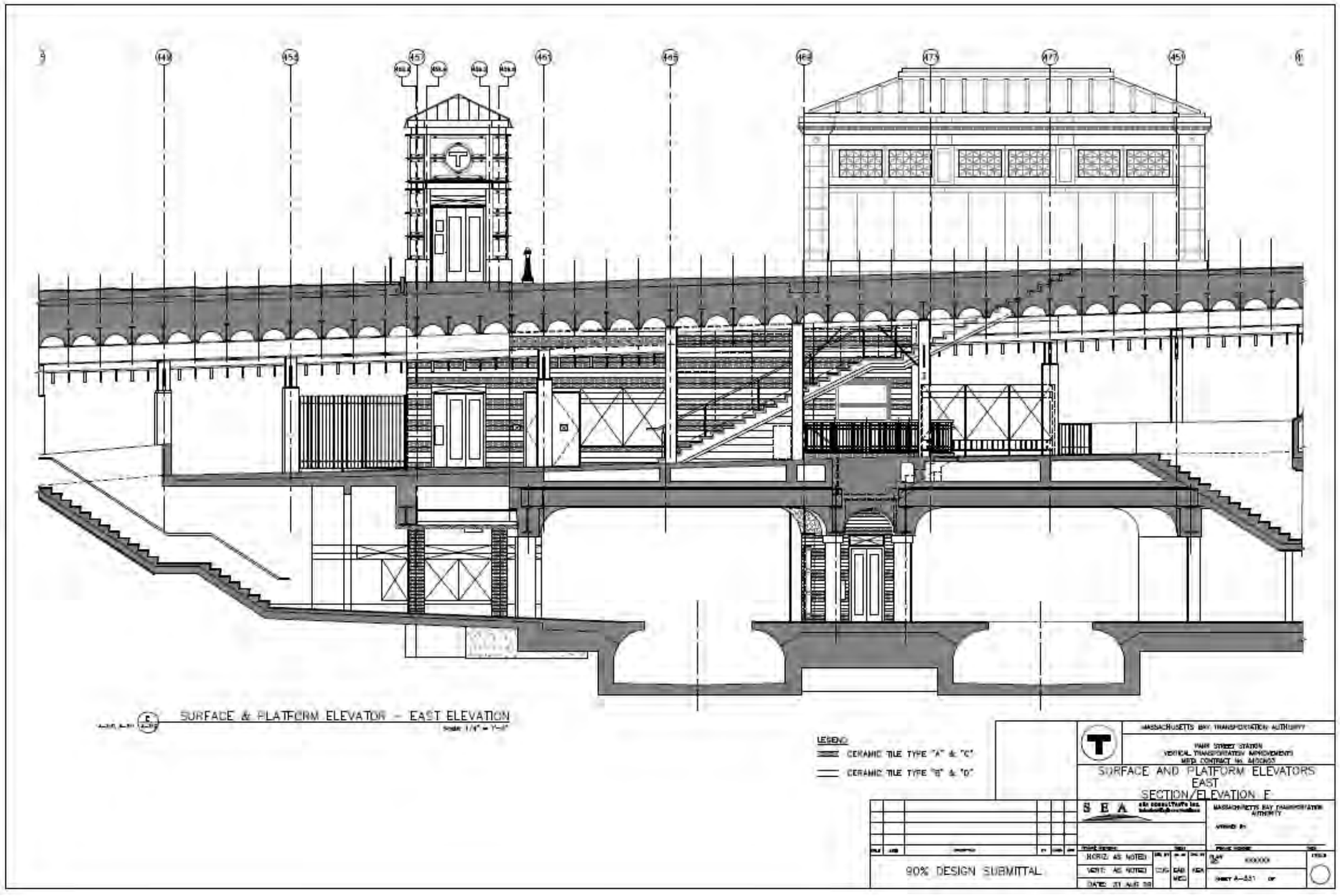
Antonia M. Pollak
Commissioner

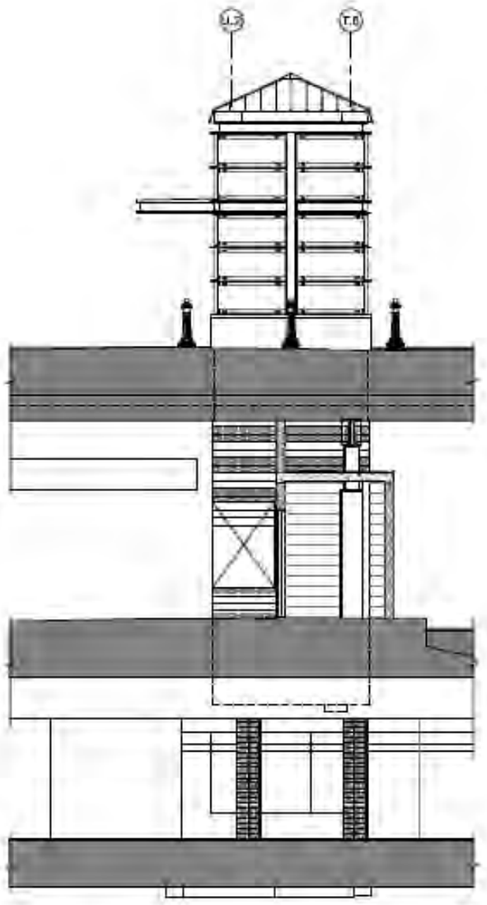
Appendix A: 90% Design Plans for Park Street Station Vertical Transportation Improvements


LEGEND
EXISTING CONSTRUCTION TO REMAIN
NEW CONC. CONSTRUCTION
NEW CONSTRUCTION
NEW CMU CONSTRUCTION
TREMONT STREET
1 PLAZA LEVEL– PLAN
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
PARK STREET STATION
VERTICAL TRANSPORTATION IMPROVEMENTS
PLAZA LEVEL
PLAN
S E A
90% DESIGN SUBMITTAL

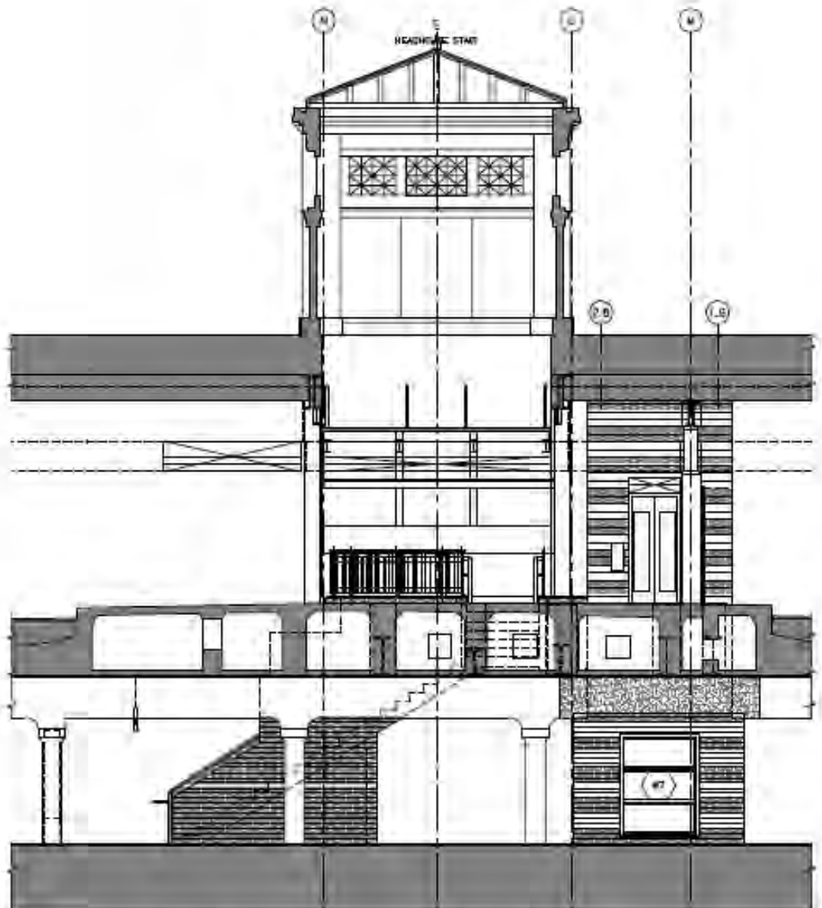


2 GREEN LINE PLATFORM LEVEL – PLAN


SURFACE & PLATFORM ELEVATOR - EAST ELEVATION
LEGEND
CERAMIC TILE TYPE "A" & "C"
CERAMIC TILE TYPE "B" & "D"
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
PARK STREET STATION
VERTICAL TRANSPORTATION IMPROVEMENTS
SURFACE AND PLATFORM ELEVATORS
EAST
SECTION/ELEVATION E
SEA
90% DESIGN SUBMITTAL



SURFACE ELEVATOR– NORTH ELEVATION



PLATFORM ELEVATOR– NORTH ELEVATION

LEGEND
CERAMIC TILE TYPE "A" & "C"
CERAMIC TILE TYPE "B" & "D"

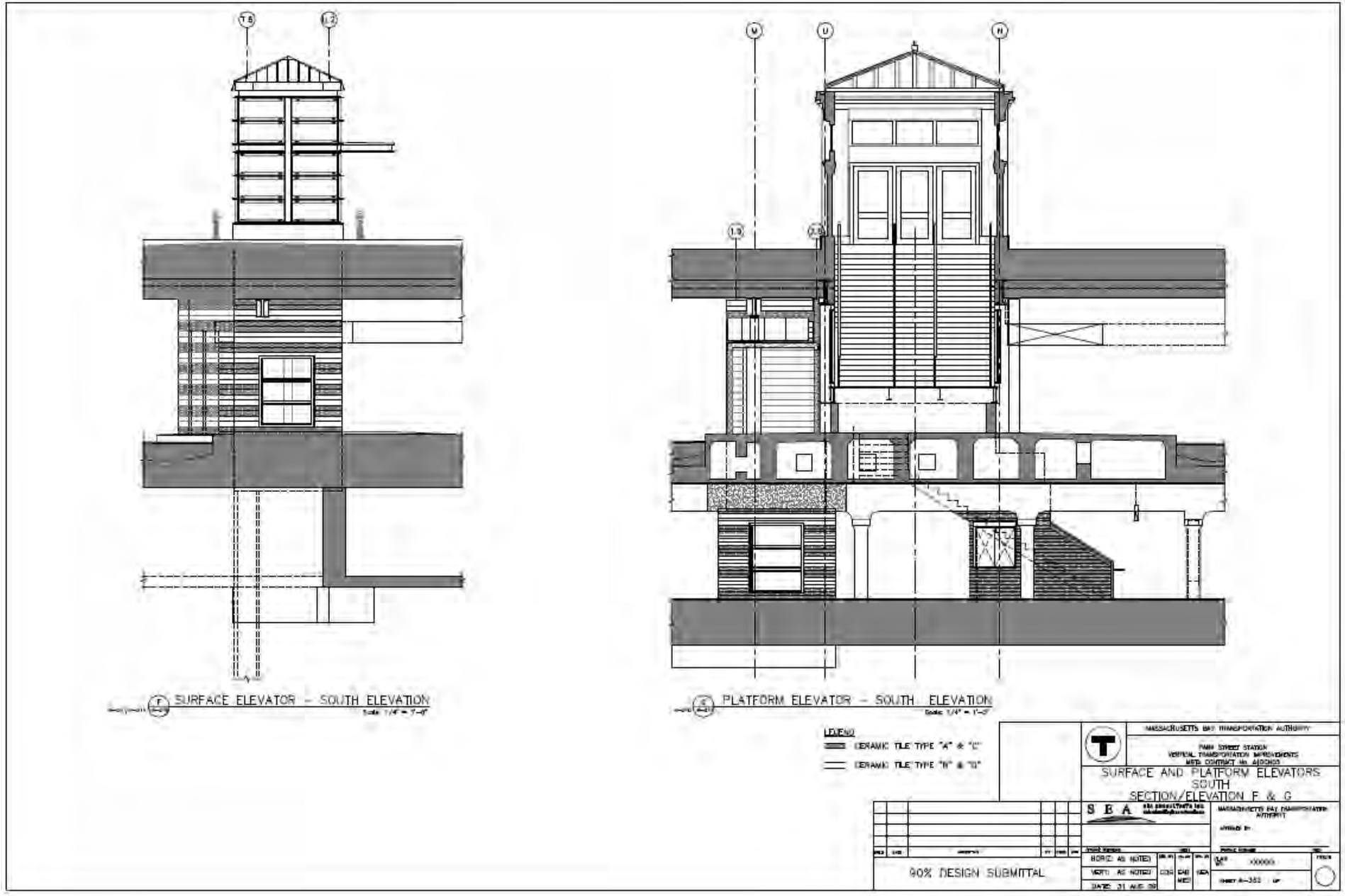
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY

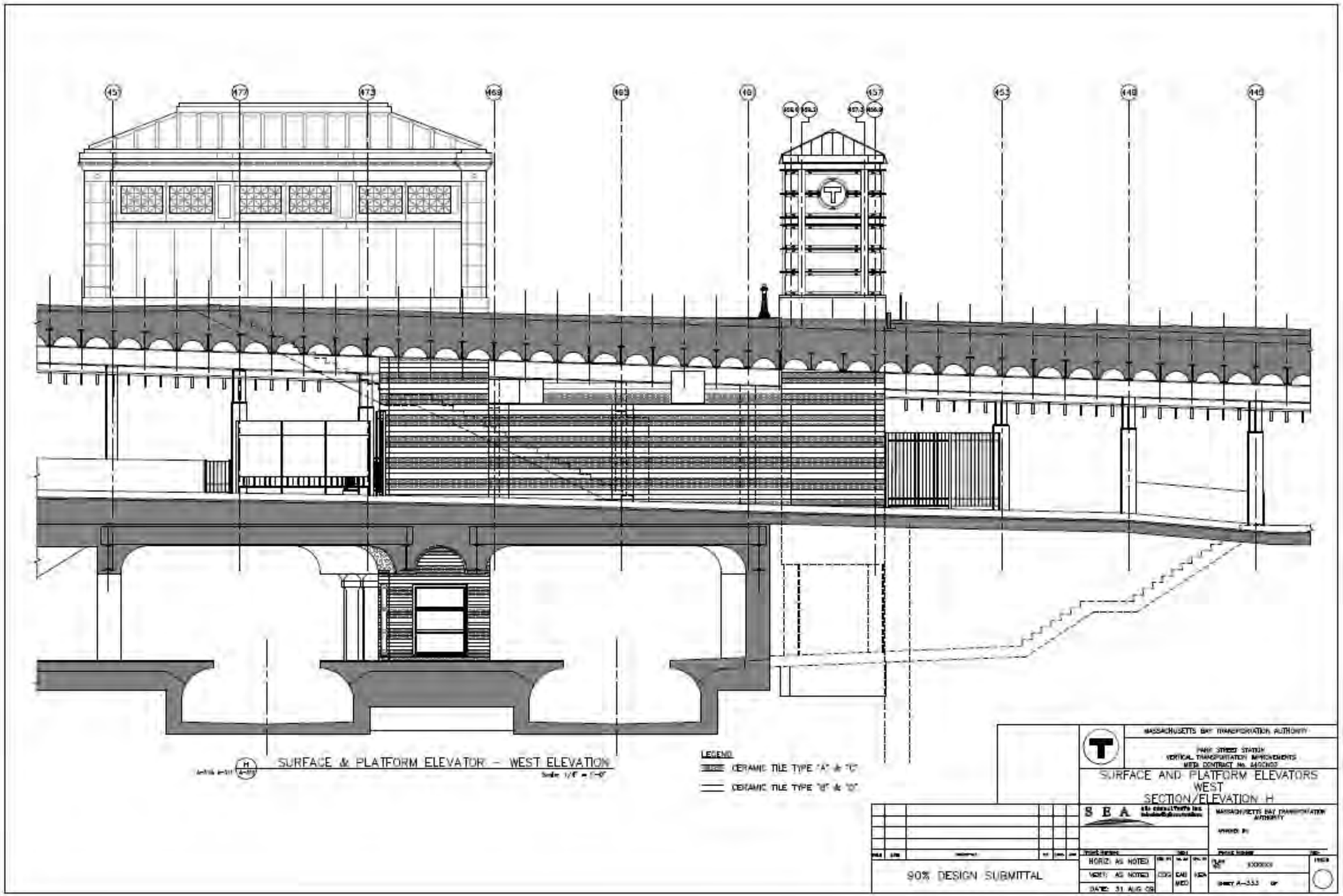
PARK STREET STATION
VERTICAL TRANSPORTATION IMPROVEMENTS
MBTA CONTRACT No. A40CN03

SURFACE AND PLATFORM ELEVATORS
NORTH
SECTIONS/ELEVATIONS C & D

S E A

90% DESIGN SUBMITTAL


T.S
U.2
SURFACE ELEVATOR - SOUTH ELEVATION
V
U
N
PLATFORM ELEVATOR - SOUTH ELEVATION
LEGEND
CERAMIC TILE TYPE "A" & "C"
CERAMIC TILE TYPE "B" & "D"
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
PARK STREET STATION
VERTICAL TRANSPORTATION IMPROVEMENTS
MBTA CONTRACT No. A60903
SURFACE AND PLATFORM ELEVATORS
SOUTH
SECTION/ELEVATION F & G
S B A
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
90% DESIGN SUBMITTAL


SURFACE & PLATFORM ELEVATOR – WEST ELEVATION
LEGEND
CERAMIC TILE TYPE "A" & "C"
CERAMIC TILE TYPE "B" & "D"
MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
PARK STREET STATION
VERTICAL TRANSPORTATION IMPROVEMENTS
MBTA CONTRACT No. 84CC02
SURFACE AND PLATFORM ELEVATORS
WEST
SECTION/ELEVATION H
S E A
HORIZ: AS NOTED
VERT: AS NOTED
DATE: 31 AUG 05
90% DESIGN SUBMITTAL

Appendix B: Environmental Assessment Distribution List

Environmental Assessment circulation list

Secretary Ian A. Bowles
Executive Office of Environmental Affairs
Attn: MEPA Office
100 Cambridge Street, Suite 900
Boston, MA 02114

Elizabeth Higgins
Director of the Office of Environmental Review
U.S. Environmental Protection - Region 1
One Congress Street
Boston, MA 02114

Senator Edward M. Kennedy
2400 JFK Building
Boston, MA 02203

Senator John F. Kerry
One Bowdoin Square
Tenth Floor
Boston, MA 02114

Representative Michael E. Capuano
110 First Street
Cambridge, MA 02141

Senator Anthony W. Petrucelli
Massachusetts State House, Room 413-B
Boston, MA 02133

Representative Marty Walz
Massachusetts State House, Room 443
Boston, MA 02133

City of Boston
Mayor's Office
Boston City Hall
One City Hall Plaza, 5th Floor
Boston, MA 02201

Councilor Michael Ross Boston City Council
Boston City Hall
One City Hall Plaza, 5th Floor Boston, MA 02201

Department of Environmental Protection - Boston Office
Commissioner's Office
One Winter Street
Boston, MA 02108

DEP/Northeast Regional Office
Attn: MEPA Coordinator
205B Lowell Street
Wilmington, MA 01887

Boston Conservation Commission Environment Department
Boston City Hall
Room 805
Boston, MA 02201

U.S. Department of the Interior
Director, Office of Environmental Policy and Compliance
Main Interior Building (MS 2462)
1849 C Street, NW
Washington, DC 20240

Massachusetts Historical Commission
The MA Archives Building
220 Morrissey Boulevard
Boston, MA 02125

Boston Landmarks Commission Boston City Hall
Room 805
Boston, MA 02201

Metropolitan Area Planning Council
60 Temple Place
6th floor
Boston, MA 02111

Boston Redevelopment Authority
Boston City Hall
One City Hall Plaza, 9lh Floor
Boston, MA 02201

Massachusetts Bay Transportation Authority
Attn: MEPA Coordinator
10 Park Plaza, 6th Floor
Boston, MA 02216

Massachusetts Highway Department
Public/Private Development Unit
10 Park Plaza
Boston, MA 02116

MHD-District #4
Attn: MEPA Coordinator
519 Appleton Street
Arlington, MA 02476

DCR Division of Urban Parks
Attn: MEPA Coordinator
251 Causeway Street
Suite 600
Boston MA 02114

Coastal Zone Management
Attn: Project Review Coordinator
251 Causeway Street, Suite 800
Boston, MA 02114

Division of Marine Fisheries
Division of Marine Fisheries (North Shore)
Attn: Environmental Reviewer
30 Emerson Avenue
Gloucester, MA 01930

Massachusetts Water Resource Authority
Attn: MEPA Coordinator
100 First Avenue
Charlestown Navy Yard
Boston, MA 02129

Boston Center for Independent Living, Inc.
60 Temple Place, 5th Floor
Boston, MA 02111

Boston Commission for Persons with Disabilities
Boston City Hall
One City Hall Plaza, Room 966
Boston, MA 02201

Boston Public Health Commission
1010 Massachusetts Ave, 2nd Floor
Boston, MA 02118

Department of Public Health (DPH)
Director of Environmental Health
250 Washington Street
Boston, MA 02115

Boston Public Library
Main Branch
700 Boylston Street
Boston, MA 02117

Beacon Hill Civic Association
74 Joy Street
Boston, MA 02114

Boston Parks & Recreations Commission
110 Mass Ave -3rd Floor
Boston, MA 02118

Henry Lee, President
Friends of the Boston Public Garden and Boston Common
87 Mount Vernon Street
Boston, MA 02108

Transportation Library
10 Park Plaza
Boston, MA 02118